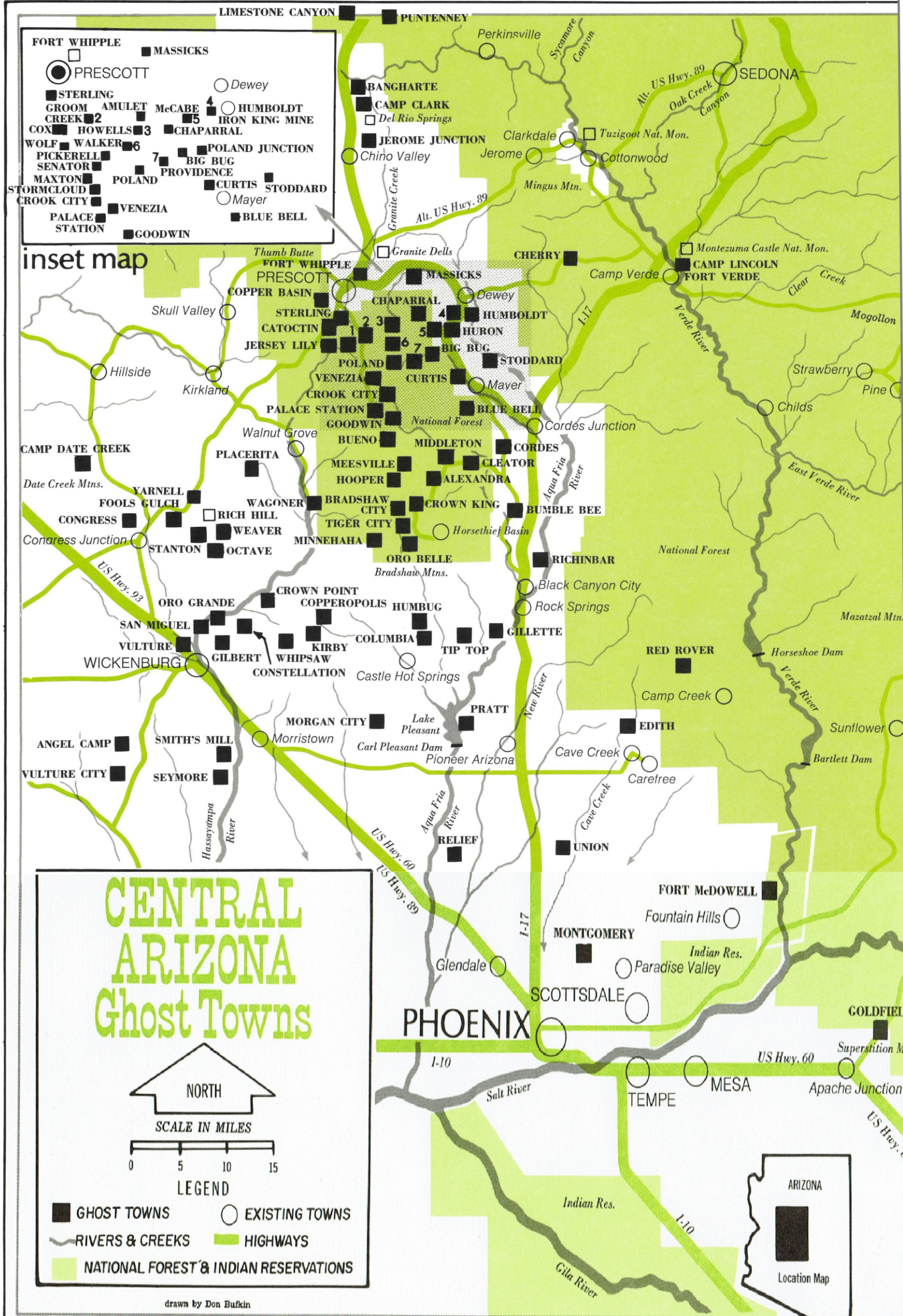


Central Arizona

Ghost Towns



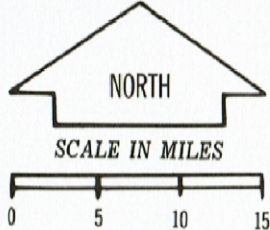
by Robert L. Spude and Stanley W. Paher



- FORT WHIPPLE** **MASSICKS**
PRESCOTT
STERLING
GROOM **AMULET** **McCABE** **HUMBOLDT**
CREEK **2** **5** **IRON KING MINE**
COX **HOWELLS** **3** **CHAPARRAL**
WOLF **WALKER** **6** **POLAND JUNCTION**
PICKERELL **7** **BIG BUG**
SENATOR **PROVIDENCE**
MAXTON **POLAND** **CURTIS** **STODDARD**
STORMCLOUD **MAYER**
CROOK CITY **VENEZIA** **BLUE BELL**
PALACE
STATION **GOODWIN**

inset map

CENTRAL ARIZONA Ghost Towns



- LEGEND**
■ GHOST TOWNS ○ EXISTING TOWNS
— RIVERS & CREEKS — HIGHWAYS
■ NATIONAL FOREST & INDIAN RESERVATIONS

drawn by Don Bufkin

Central Arizona

Ghost Towns

by Robert L. Spude and Stanley W. Paher

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Nevada Publications
Box 15444
Las Vegas, Nevada

Acknowledgments

The ghost towns and mines of central Arizona have been a lifelong fascination for me. While in grade school I first camped at Gillette and marvelled at the adobe ruins. My brother Roger and I earned hiking merit badges in the hills around Walker. I later traced the abandoned Bradshaw Mountain Railroad and nearby short lines. My friends Terry, David, Kathy, Karen and John, and Steve joined me in hikes to find elusive ghost towns.

Field work led to serious library research, and studies at Arizona State University resulted in the publishing of scholarly articles in *Journal of Arizona History*, *Journal of the West* and *Arizona and the West*. Additional long hours of research resulted in a book length manuscript of material now being published for the first time.

At Arizona State University all factions have been helpful including Bert Fireman and Susie Sato, and Charles C. Colley and Shirley Cooper. Sue Chamberlain and the rest of the courteous staff at Sharlot Hall Museum in Prescott greatly helped by making available their extensive collection of historic photographs. Roy Purcell con-

tributed the cover art and all interior pen and ink sketches. Special thanks also must go to catographer Don Bufkin, assistant director of the Arizona Historical Society at Tucson for his fine area map on the inside front cover. Linda Andrews of Ashland, Oregon lent technical assistance of various kinds.

Western author-publisher Stanley W. Paher helped with research especially by supplying information on Nevadans and patiently edited the entire manuscript for publication. His eye for appropriate photographs strengthened the volume as well.

Picture credits are as follows: (the letter "a" denotes a picture at the top of a page; "b" and "c" are those in descending order. Numerals in parenthesis designate quantity of pictures on a page).

Arizona Historical Foundation, Tempe, 9, 14-15 (all), 26(2), 42, 43, 44(2). Arizona State Library and Archives, 3, 5. Arizona State University Library, 10a, W.R. Humphries photo, 7.

Sharlot Hall Museum, Prescott, 6(2), 11, 17, 19, 23, 24, 28, 29(2), 30, 31, 32, 36 b-c, 38, 39 b-c, 40, 41, 46(2), 47.

University of Arizona Library, Special Collections, 8. Pictures not specifically credited are from the authors' collections.

Southwestern artist Roy E. Purcell's etchings of desert mining camps and scenes have graced the covers of more than a dozen books and popular magazines. On the front cover is "Octave Mill" which shows the 1901 Octave 40-stamp gold mill with Rich Hill in the distance, the scene of remarkable gold discoveries in 1863. On the back cover is "Mining on the Big Bug," a rugged mine scene at the head of Big Bug Creek near Poland. Both etchings are adaptations of central Arizona photographs taken in about 1905.

Foreword

Hidden away in virtually every rocky canyon in the Bradshaws, along the Senator Highway, and about Jerome are the skeletal remains of numerous ghost mining camps and mills. These remains are the tangible evidence of a world that is lost, a time and place far different from anything today.

The ghost town mystique has brought a surge of interest in the desert and mountain country north of Phoenix. Weekenders in four-wheel drive vehicles venture north from the city to ponder the ruins and wonder who came here and why did they leave. The stories and photographs in this book briefly recalls some of their histories, we hope this book will give the reader the eyes to see more than just crumbling adobe or lonely mine headframes; to see these instead as a small part of Arizona's heritage.

Most of the towns were mining camps with a solitary economic base. When the mines closed so too did the town. Geologist Waldemar Lindgren found that most of the mines of central Arizona followed a similar pattern of development. In 1922 he wrote, "There was the discovery, the arrastre stage, the sinking of a shaft to a depth of 200 or 300 feet, followed by the erection of a small mill, and next usually a prolonged rest with a watchman in charge." This same series of events occurred on different scales at all the camps—from Gillette to Jerome, Providence to Vulture City.

These boom to bust periods occurred in distinct eras. Beginning in 1863 the gold camps loomed into importance. Walker, Weaver, and Vulture City were much talked about mining centers. Silver mining became the craze of the 1870's and Bradshaw City, Alexandra, and Tip Top appeared. The next decade witnessed the prospering and ailing of copper camps Stoddard and Kirby. With the arrival of railroads beginning in 1887 and more complex mining and milling techniques coupled with large investment, central Arizona became perforated with mines. Mining camps, stage stations, railroad sidings and depots, and smelting towns

covered the hills. In the 1890's Jerome and Congress assumed prominence. The national economic panic of 1907 brought an end to the widespread activity in the Bradshaws and at Congress, but new discoveries at Jerome made it a factor in international mineral markets. The Depression ended Jerome's glory years. In the 1930's there were small-scale revivals by leasers with lucky finds of ore bodies at Humboldt and also at Bagdad, central Arizona's largest mining camp today. Fools Gulch, Angel City, Humbug, and Octave, have given way to cactus and the coyote.

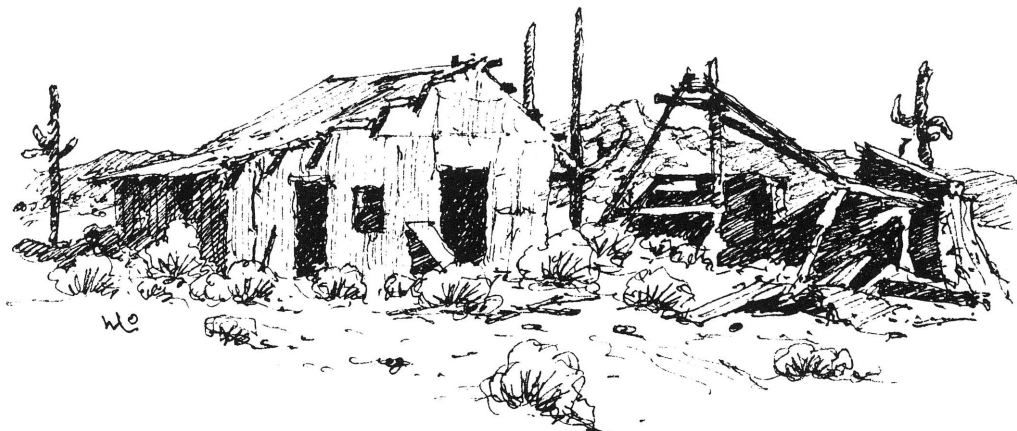
More than their brief exciting histories, these ghost towns have another appeal. They challenge the outdoor lover to retrace the steps of the pioneers to their doors. With the stories and old photographs supplied here one can appreciate more fully these fascinating places, although the only thing left to identify them is the ground they once stood on. The direction given before each town's history tells how to locate the site. The towns are arranged so that they follow each other in tour sequence from Wickenburg, Prescott, and other modern localities.

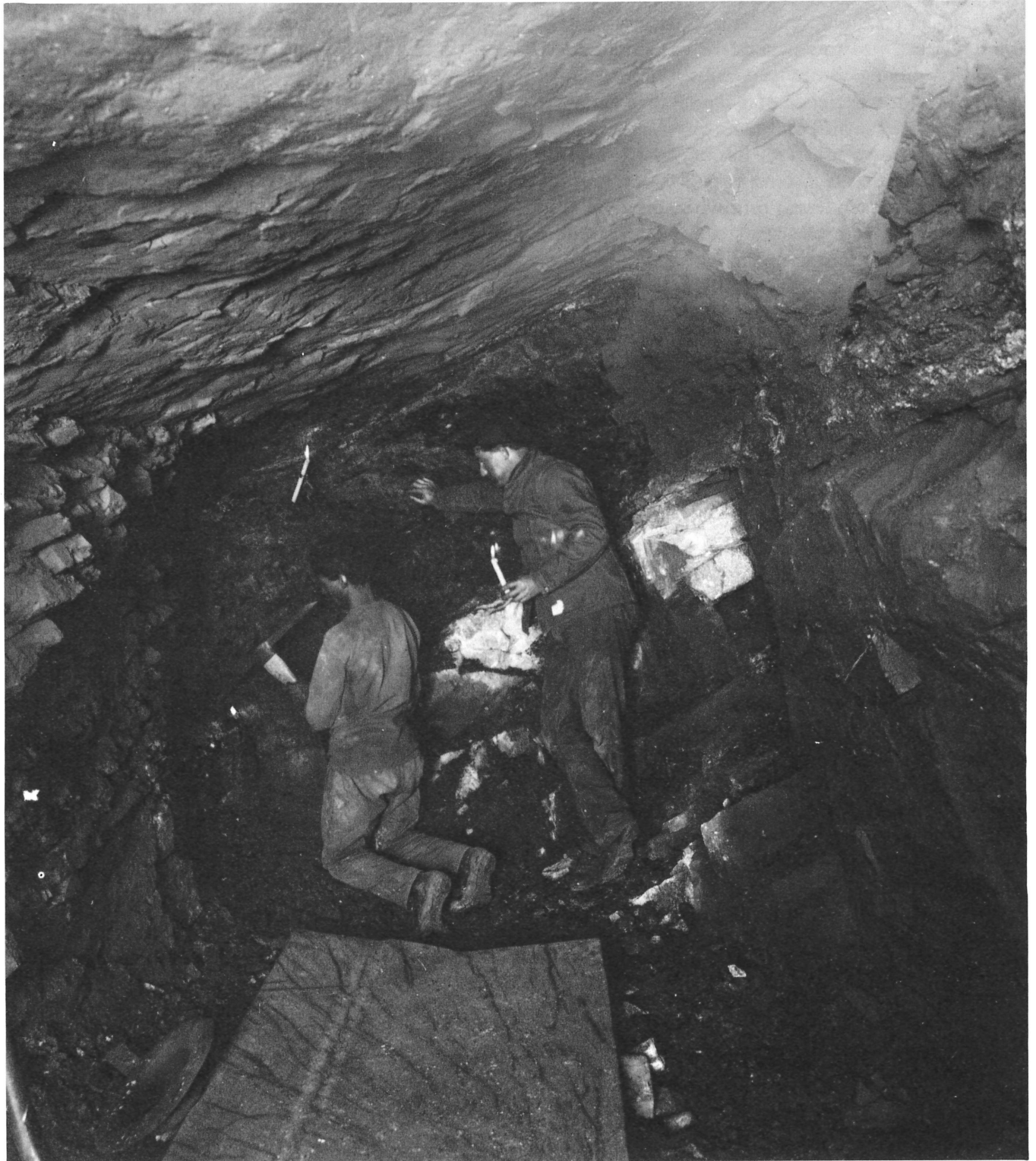
The camps cluster in groups convenient for day or weekend trips. One desert country trip might begin at Wickenburg and include Vulture City, the granddaddy of them all, and a drive north on Constellation Road. A second desert tour could include Congress, Fools Gulch, Stanton, Weaver, Octave, and Yarnell. Four-wheel drive enthusiasts might enjoy the challenge of the southern Bradshaws and the mining camps between Gillette and Kirby. During the summer the pine tree shaded ghosts along the Senator Highway, around Walker and the Crown King vicinity are most appealing. The town of Jerome is a day's visit by itself.

Co-author Stanley Paher joins me in wishing you much enjoyment and safe travel to these "museums in the mountains" and hope that many generations will take delight in them.

May 1978
at Las Vegas, Nevada

Robert L. Spude





Working by candlelight, hard-rock miners in the Yarnell gold mine chip away at the quartz vein at the end of a drift tunnelled into Antelope Peak. They will place rock samples on the blanket in the foreground and send them to the company assayer for testing. Their clothing suggests the coolness of working underground. The Yarnell was a typical mining operation in the dry desert country of central Arizona Territory during the 1890's.

Central Arizona Ghost Towns



VULTURE CITY, on the west side of Vulture mine road, 10 miles south of its junction with US 60 at a point 4 miles west of Wickenburg.

In November 1863 Austria-born Henry Wickenburg, a veteran California prospector following the rumors of rich gold finds in Arizona Territory, combed the dry desert area along the Hassayampa River. He soon discovered the rich ledges of the Vulture, a find that triggered the beginning of large-scale mining in Arizona. The size and richness of the Vulture lode amazed mining men throughout the West, causing mills and mining camps to be established along the nearby Hassayampa River and stimulating hard-rock mining throughout central Arizona. Territorial Governor, Richard C. McCormick referred to the Vulture as "the Comstock of Arizona," having one of the "richest, most extensive, and remarkable deposits of gold quartz upon the continent." An overestimate indeed.

Wickenburg himself did little work on his claim. Instead, he sold ore for \$15 per ton and let the purchasers pack the rock to the Hassayampa River. Because of its richness, averaging better than \$100 per ton, miners eagerly hauled away the ore. In the summer of 1865, a visitor counted 60 arrastras and rock crushers lining the river. The burgeoning tent and adobe town of Wickenburg served as the new supply center.

Early in 1866 the Vulture Mining Co. which had earlier bought the discovery claim from Wickenburg and associates for a recorded \$75,000, began extensive development work. Superintendent James D. Cusenberry erected a 40-stamp mill on the river north of Wickenburg, called for the erection of stone buildings at the mine to house the 100 or so workers, and began sinking a 300 foot shaft.

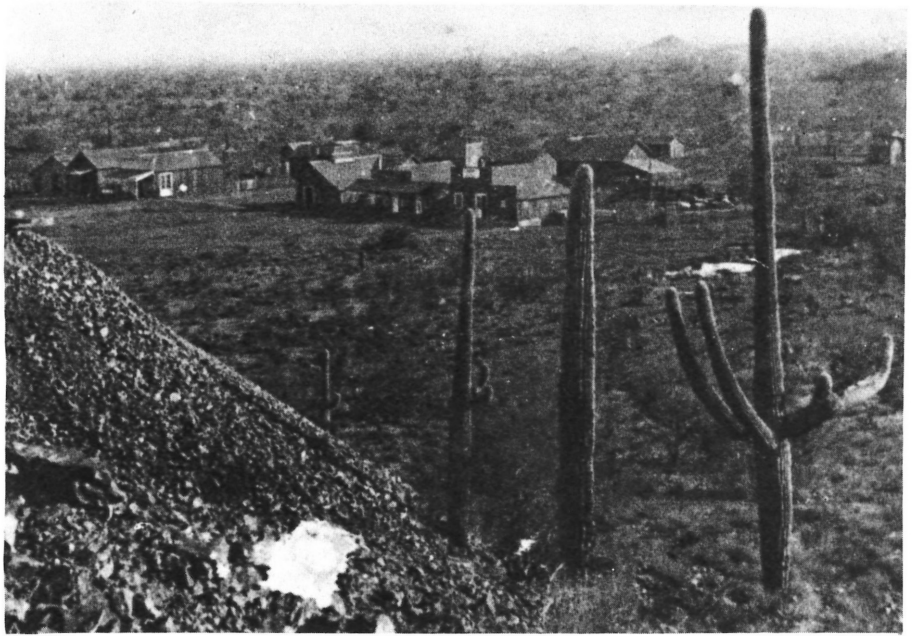
During the next six years the company produced \$1,850,000 in gold, but isolation, Indian raids and thieving workers and managers prevented the company from declaring dividends. The annual freight charges alone for the 14 mile haul from mine to mill amounted to \$600,000.

Yet the mine sustained much of the territory's economy. Miners received steady wages but also high-graded gold (a supposed source for the Lost Dutchman's gold was Vulture high-grade). Freighters' income soared with the work, so much so that according to the 1869 tax lists, the richest man in camp was Espirito Arcola, worth \$26,650 and owning 240 mules and 24 wagons. The Yavapai Indians also benefited from the activity by feasting on stolen mules from the mines.

The town of Wickenburg flourished with an assortment of businesses, while at both mill and mine there were small clusters of houses. One reporter noted, "No whiskey mill or gambling den is allowed at the mine. Laborers about the mine and mill are promptly discharged for drunkenness, profanity, or raising any disturbance"—admittedly unenforceable regulations. In July 1872 the Vulture vein sheared, production ceased and the company closed. Subsequent small-scale operations appeared and Wickenburg lingered on as a trade center and stage stop. Then, in late 1878, a group of free-spending New Yorkers headed by James Seymore bought the old claim and formed the Central Arizona Mining Co. They laid a 16-mile water pipeline from the Hassayampa to the mine and erected new hoists and shafts and an 80-stamp mill, Arizona's largest.

In 1880 the stamps began crushing ore. Vulture City soon became a "live camp" of 300 that sup-

George Rothrock, surveyor of Vulture City townsite in December 1880, photographed the town's first half dozen wood-frame buildings from the saguaro covered slope of the Vulture mine. Returning several years later (below), Rothrock saw a freight wagon pulling away from the store and the lower end of the Central Arizona Company's 80-stamp mill. In 1886 a fire destroyed most of the town, yet numerous mine structures from the 19th century still stand.



Angel Camp (opposite page) in the spring of 1902 was home for the young mining engineer wearing leggings, coat, and a clean shaven face inspired by sketches of Gibson Girl male escorts. These men direct out of some Eastern college mingled with Mexican and Irish miners, two aproned Negroes, and the casual but neatly dressed George Sanders, golden-tongued promoter.



ported five stores, four saloons and billiard halls, and an assortment of hotels, restaurants, butcher shops, baker, Chinese laundries and a cigar store. During 1880 the territorial press reported half a dozen fights—"the boys were getting boozy",—"Sailor Jack's" shotgun-backed eviction of a women denouncer, three political debates, a lynching unrelated to the debates, and the organization of a biology club. "This is a fair field for a naturalist. We have snakes, toads, and lizards of extraordinary size."

Mexicans, Chinese, and others joined the 64 member Vulture Brass Band, the literary society, and the usual saloon brawls. Vulture City was an uncomfortable, hot isolated little camp. Quoting the *Phoenix Gazette's* correspondent: "The boys are getting pretty rough up here. No church and only two American women, both married. Send help."

By 1888 the Central Arizona Co. gave up searching for the faulted vein. Thereafter the dumps and tailings were occasionally reworked until 1915 when the Vulture vein was rediscovered.

But after two more years of work the vein disappeared again. According to government statistics the Vulture had produced a total of about \$7 million in gold. Numerous mine structures from the 1860's still stand, while mill ruins belong to the early 20th century. The present owners charge a small entry fee.

ANGEL CAMP, 2 miles west of Vulture mine road at a point 7 miles south of US 60.

At the turn of the century, clever promoters gained control of desert mineral claims and lavishly touted their richness to gullible Eastern investors. Their nearness to the Vulture or Congress mine gave their stories credibility, and praising articles in the *Wickenburg News-Herald* and *Prescott Miner* aided the promoters' plans. Angel Camp was one of many. In 1901, promoter George Sanders formed two companies to open the mines and the *News-Herald* published glorifying articles in silver ink. Eastern money built a tent and timber camp and steam hoists which sunk shafts into barren rock. But disgusted investors soon stopped the flow of funds and Angel Camp declined.

HASSAYAMPA RIVER MILLS, one mile north to twelve miles south of Wickenburg, along the Hassayampa River.

The rust-stained rock canyon of the Hassayampa River was the site of important milling activity during the late 1860's and 1870's. Four different mills crushed ore from the Vulture mine and operated in conjunction with mining companies there. The first, the Coulter & Tyson 5-stamp mill, was built in 1865 and later enlarged by the Vulture Mining Co. Located one mile north of Wickenburg, it processed nearly \$2 million in gold between 1866 and 1873. A small adobe camp named Vulture stood around the mill.

After the failure of the Vulture Co., P.W. "Bill" Smith erected a 10-stamp mill nine miles south of Wickenburg and operated it for five years. Smith employed 100 miners and laborers, whose adobe houses surrounded the mill while several Mexican families cultivated the adjacent land. When Smith sold out to the Central Arizona Mining Co. his millsite was abandoned for the new operation at Seymore, three mills further down river.

During 1879 ore hauled by the famed Cerro Gordo freight outfits arrived at the new 40-stamp mill. Census takers counted 232 residents at Seymore in 1880 and newspaper reporters found stores, saloons, laundries, hotels, a stage stop, restaurant, butcher, barber, and feed yard in this tent and timber mill town. With the completion of a water pipeline from the river to the Vulture, all milling activity shifted to the mine. Only foundations and tailings mark the sites of Vulture, Smith's Mill, and Seymore. Roads to the latter two sites are non-existent; Vulture mill site has been absorbed by Wickenburg.

GILBERT, or Sayers, 7 miles north of Wickenburg on Constellation Road.

This station and half-way house between Wickenburg and Constellation was operated by William Gilbert and later George Sayers, who accomodated the thirsty miners at the nearby King Solomon, Unida, and other mines during the mining boom early in this century. A country road still passes the site; a sign posted to a palo verde tree locates it in King Solomon Wash.

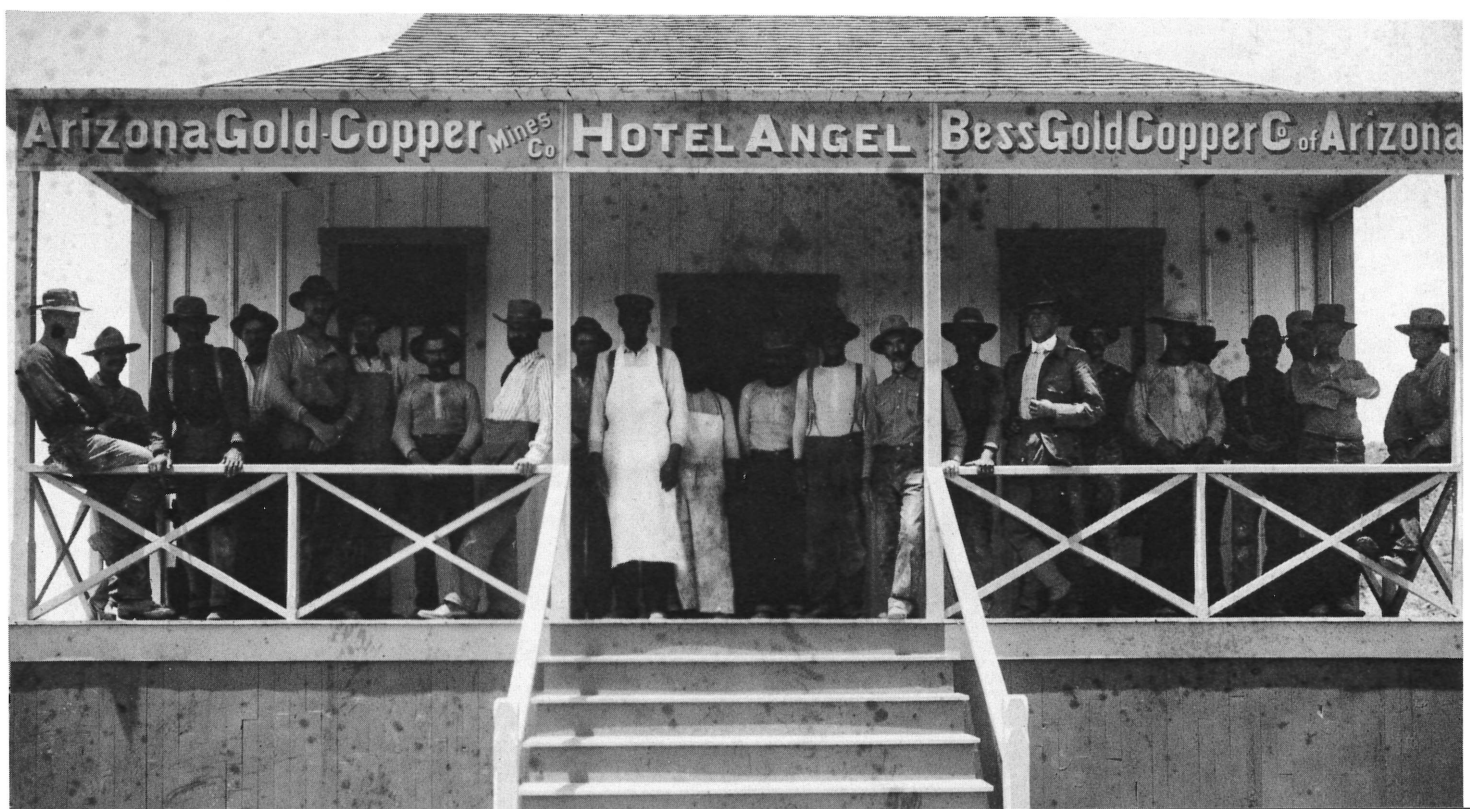
ORO GRANDE, 4½ miles north of Wickenburg via river bottom and jeep trail.

In 1901 a gold strike worth \$2000 per ton brought about a mining sensation and drew attention to the Black Rock district. Promoter George B. Upton funneled about \$250,000 into mine shafts, a 10-stamp mill, a pumping plant at the river, and a camp that had its own club room. By the time of the financial panic of 1907 the mine had produced barely a fifth of that expended. Scattered wood and stone buildings below the box canyon of the Hassayampa are remnants from the Oro Grande, White and other mines.

CONSTELLATION, 11 miles northeast of Wickenburg on Constellation Road.

In the Black Rock district, the so-called but unrealized "Cripple Creek of Arizona," Colorado promoters mined little ore and many investors. While putting up a facade of building mills and hoists at non-existent mines, they hired scores of miners, most of whom reveled at Constellation. Established in 1901, it would be the district's center of activity until the Depression.

Hard rock miner Frank Crampton lived here before 1910, writing about his experiences in



Deep Enough. He found a town of a half dozen buildings, the largest a two-story stage station, a store, saloon, gambling den, and dance hall presided over by Powhattan S. Wren. Wren looked like a 5'3" Kentucky Colonel, even to the moustache and goatee. The only change was the addition of a Colt, which he displayed prominently while watching his poker tables and faro bank. He also rented rooms to girls from the Phoenix stockade, who came for a few weeks "rest". Local mining stiffs often visited Wren's home to see if the girls were getting the proper amount of rest.

A productive mine never opened up despite continual promotion. Nothing remains of Constellation, but buildings still stand at the Gold Bar, Monte Cristo, Black Rock and other mines.

CROWN POINT, 17 miles northeast of Wickenburg at the terminus of Constellation Road.

A small camp of about 100 clustered around the Crown Point mine and mill in the late 1890's. With the news of the sinking of the battleship "Maine" in Havana Harbor, owner-operator Alexander O. Brodie shut down his mine and enlisted as a major in Roosevelt's Rough Riders. Later appointed governor of Arizona Territory, Brodie funded the operation of this small gold mine until 1905. One building and a tailings pile mark the site.

CONGRESS, on US 89 via Ghost Town Road, 3 miles north of present-day Congress.

Gold discoveries by soldiers from Camp Date Creek in 1868 and 1869 led to the organization of the Martinez district the next year. Miners from La Paz, Wickenburg and Prescott rushed to the district after reports of ore assaying more than \$100 per ton reached their eager ears. The *Arizona Miner* claimed the district would "astonish the world with the glittering products of her rich mines." The territorial governor and other dignitaries visited the Magnolia, Cornucopia and Queen of Palmyra mines in time to catch the end of the flurry. The ores proved too difficult to reduce by simple crushing in arrastras.

Thereafter activity consisted of a few determined prospectors chipping away at rock and relocating old claims. During the 1870's and 1880's, Dennis May, one of the lingering miners, worked ore from several claims in arrastras along Martinez wash. His persistence attracted millionaire Joseph "Diamond Jo" Reynolds, owner of a Mississippi River steamboat line and cavalier financier who had previously sunk a fortune in worthless mines in Colorado and the Bradshaw Mountains. Dennis May's Congress claim would prove to be different.

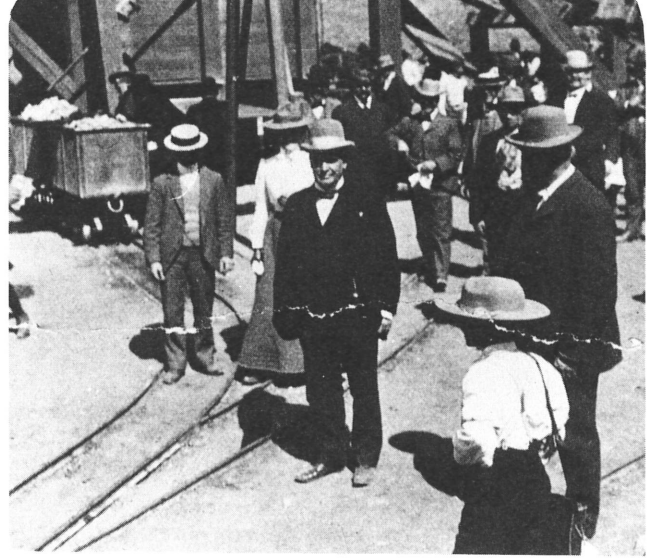
Reynolds purchased the principal claims in 1887 for \$60,000 and stepped up development, erecting



a 20-stamp mill and concentrator. Within 16 months the mine produced \$750,000 but high freight costs convinced Reynolds that a railroad was needed so he closed everything down in 1891. While planning the railroad project he caught pneumonia and died at Congress; his corpse almost never made it back to civilization as a flash flood swept his coffin from the wagon headed for Phoenix. He was rescued by the quick-acting driver who rode the coffin onto the creek bank.

Dashing young empire building Frank Murphy then took over Reynolds' projects. By 1894 he had trains running to Congress Junction and the mines in production. Two years later the company extended the railroad to all the mines. E.B. Gage, W.F. Staunton and other Tombstone investors joined Murphy in reopening this bonanza and miners arrived from that declining camp to the south. A company store and other buildings surrounded the mill, while the usual mining camp business congregated just beyond the company boundary.

For more than a decade and a half beginning in 1894 Congress was Arizona's premier gold camp, serving as a stimulant to gold prospecting throughout central Arizona. By 1902 the operation consisted of two 40-stamp mills which produced concentrates for distant smelters; below the red-roofed



mills large roasting furnaces and a cyanide plant handled 220 tons of tailings daily. The cyanide mixture was as deadly as lower town whiskey, and working in the cyanide vats was the most feared of all jobs. Water pumped one mile from Martinez Creek supplied the operation.

The Congress Gold Mining Co. employed 450 men at the mills, on the railroad, and in the mines. One shaft reached more than 4000 feet, deeper than any mine in the Southwest. On May 7, 1901 Arizona's greatest gold mine attracted the political champion of the gold standard, President William McKinley, who toured the works during his Western trip.

At that time Congress with 2000 citizens supported saloons, stores, theaters, schools and professional offices. The company in 1901 built a large two-story concrete store and Congress became a supply center for thirty surrounding mines and camps. After a fire had destroyed much of the lower town, new buildings of adobe or with tin fire doors appeared.

The Congress Consolidated had produced nearly

The town of Congress in 1902 pressed up against the boulders of the Date Creek Mountains. High on the mountainside is the Congress mine's main shaft and directly below are the cyanide works. Company buildings line the main street at center, while lower town dwellings and businesses stretch down the canyon at right. The Congress Railroad cuts across the foreground.

On May 7, 1901 residents of Congress (above) welcomed President William McKinley. During a tour of the works the First Lady received a small gold brick while the President was greeted underground by cheering miners waving American flags. The event was well publicized.





\$8 million in gold, when in 1910, Murphy and Gage overextended themselves financially and were forced into bankruptcy. The mine closed but thereafter leasers periodically worked the tailings for the next thirty years. Wooden buildings, foundations and huge white and pink tailings dumps remain.

CONGRESS JUNCTION, or Congress, 15 miles north of Wickenburg on US 89.

After the completion of the Santa Fe, Prescott & Phoenix Railroad to a point near the Congress gold mine in 1894, a station named Congress Junction was built. It served as jumping off point for the surrounding mines and as terminus of the Congress railroad. A long narrow string of hotels,

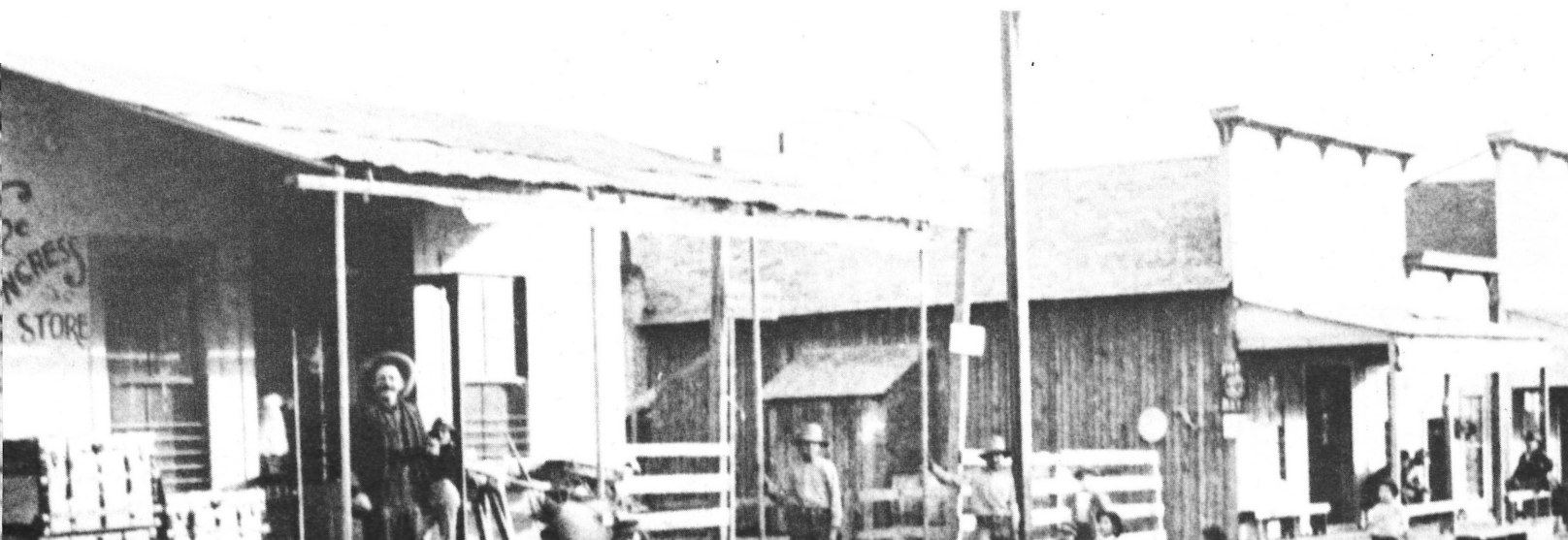
stores, saloons, and feed stores lined the west side of the tracks. During the first years of this century Congress Junction (Martinez P.O.) reached its peak. Between 1903 and 1905 the *News-Herald* was issued weekly.

With the closing of the Congress and other mines the population dwindled to about 200. Today the original site of Congress Junction has been abandoned, but many buildings are in use a hundred yards away on the east side of US 89.

FOOLS GULCH, 6 miles by dirt road east of US 89 at a point 17 miles north of Wickenburg.

During 1897 the Planet-Saturn Mining Co. built a 75-ton capacity mill and cyanide plant and hired

A mule train (above) heads northwest out of Phoenix to the Congress mine, around 1890. Hay and provisions were freighted to the camp while gold concentrates made up the return haul. The completion of the railroad through Congress to Phoenix in 1895 ended these grand caravans. Life in lower town Congress (below) in 1901 consisted of children playing in the streets near a baby buggy, leather strapped trunks, and a Lemp beer sign on the corner of the Grand Saloon. At Stanton (opposite page) a northbound stage makes a stop in front of William Partridge's station, in the late 1890's. The proprietor had recently been released from Yuma territorial prison.





140 men to extract ore from claims along Fools Gulch. A post office opened early that year and a town of about 400 sprang up. After producing \$100,000 in gold the mine closed. The company backer, W.A. Clark (not of Jerome fame), had gone bankrupt. After 1905 Prescott men reopened the mine and renamed the operation the Alvarado Gold Mining Co. but met with little success. Another attempt occurred between 1938 and 1942 when the Liberty Hill Gold Mining Co. hit bonanza ore, producing \$1,555,000 in gold before ceasing operations in accord with the government's gold mining closing order. Mine dumps mark the site.

STANTON, 7 miles by dirt road east of US 89 at a point 17 miles north of Wickenburg.

Antelope Creek was the site of placer mining activity as early as 1863, but the creek's residents lived in isolated stone houses. The discovery of the Great

Sexton, Leviathan, and other mines in 1871 led to the growth of a community of forty miners, four arrastras, and "Yaqui" Wilson's store-restaurant. A post office called Stanton after a curious mine-promoter-swindler, Charles P. Stanton was established in 1875.

After the California & Arizona Stage Co. cut a new wagon road around Antelope Peak and through Stanton, William Partridge built a wood-frame station house competing with Wilson. The rivalry ultimately led to bloodshed and Partridge ended up at the Yuma prison. Charles Stanton moved in on the stage business only to be killed by Mexican desperados a few years later. The area from Stanton to Weaver became a rendezvous and hideout for gangs of robbers raiding the desert camps and trails until the 1890's, when their leaders were either shot, hung or chased from Yavapai County.

In 1890 E.L. Kerr built a 5-stamp mill at Stanton and the town experienced a brief growth. Today many of the later buildings stand as well as Partridge's stage station. Stone houses remain near the creek.

WEAVER, 11 miles via dirt road east of US 89 at a point 17 miles north of Wickenburg.

In April 1863 the wandering mountain man Paulino Weaver led a group of veteran California prospectors into the uncharted deserts of central Arizona. Along the saguaro-shaded banks of Antelope and Weaver Creeks they discovered pay dirt. As news of the discovery and the simultaneous finds of the Walker party leaked out (see Walker), prospectors and adventurers from everywhere gathered



supplies and headed for the diggings. The rush of the "Hassayampers" had begun.

The placer camp of Weaver became an instant town. Some 1200 to 1500 Mexicans and California prospectors scurried to the strike, especially after Bernardo Freyes, a Mexican employee of Jack Swilling, discovered gold nuggets "the size of potatoes" on top of Rich Hill. Production from this odd placer claim located atop the peak towering over Weaver reached an estimated \$500,000. In the creek below an equal fortune was panned out. Separating the miner from his gold were gerry-built saloons (one bartender used a barrel for his bar and a tree for his roof) stores, gambling dens and restaurants.

Within one season the best of Weaver's gold deposits had been removed. The fortunate miners who made their stake returned to California or Tucson for a spree, while others began prospecting the surrounding streams and hills for another rich find. Weaver rapidly declined and when Indians began raiding, the town was all but abandoned. The 1870 census taker counted only 66 people and there has never been another boom at Weaver. Each spring and especially after rain storms, weekenders from Phoenix pan the creek-bed and explore nearby abandoned stone houses.

OCTAVE, 10 miles by dirt road east of US 89 at a point 17 miles north of Wickenburg.

The outcrop which later became the Octave mine was picked over by placer miners from Weaver in the 1860's, but its ore was not free milling and the claim stood idle for more than thirty years. With the invention of complex milling techniques—concentration and the cyanide process—the ledge became valuable and in 1899 eight oil men from Bradford, Pennsylvania bought the Joker and other claims for \$50,000 and formed the Octave Gold Mining Co. (They also bought the Mudhole mine at Walker, which see).

The oil men hired experienced A.E. Hurley to get the mine in dividend-paying shape. He superintended the erection of a 40-stamp mill, concentrator and cyanide works while sinking shafts. Two hundred miners went to work, ultimately digging \$2 million in gold. Company houses, a hospital, and club room extended along a ridge above the mill, while just beyond, off company property clustered saloons, gambling halls, a stage-stop and stores.

In 1907 a Chicago group took the mine over and after five years of unprofitable operation, closed down. Several revivals occurred, the most spectac-

ular being ASARCO's 1930's lease which produced another \$2 million in gold. Only tailings mark the site as all buildings were removed to escape taxes.

YARNELL, less than half a mile by jeep trail east of US 89 at a point one mile south of present-day Yarnell.

Harrison Yarnell sold his mining claims to the Yarnell Gold Mining Co. which built a 20-stamp mill, boarding houses, and other buildings. A post office was opened in October 1892, but the mine proved low-grade and closed after two years of operation. Revivals occurred right after the turn of the century and during the 1930's. One collapsed frame building marks the site.

PLACERITA, 6 miles via jeep trail east of US 89 at a point 29 miles south of Prescott.

Mexican *placers* discovered gold diggings along Placerita Gulch in 1863. After coyoting out the surface gold they abandoned the camp. Each decade since then have been new operations, at first employing long toms and ditches, then hydraulic mining, and then small dredges worked the gulch. In the 1880's "Grizzly" Callen opened several small veins and built a quartz mill which was kept in operation intermittently during the remainder of the territorial years. A stone house and rubble remain.

CAMP DATE CREEK, 2 miles by jeep trail east of the graded county road to Hillside at a point 10 miles north of US 89 at a point 17 miles north of Wickenburg.

Between 1868 and 1874 this small post guarded the road between Prescott and Ehrenberg on the Colorado River. Two companies of the 14th Infantry garrisoned the adobe and stone camp, spending much of their time repairing buildings instead of chasing Indian, Mexican or Anglo renegades. These troopers who relaxed by prospecting were instrumental in forming the Martinez district near Congress. Remnants of the camp have been all but obliterated by treasure seekers.

The Yarnell Gold Mining Company's 20-stamp mill stains the sky above Antelope Peak, sometime in the early 1890's. The mill poured out more smoke than gold. The old mine dumps are situated just east of U.S. 89 and are visited by many ghosttowners.

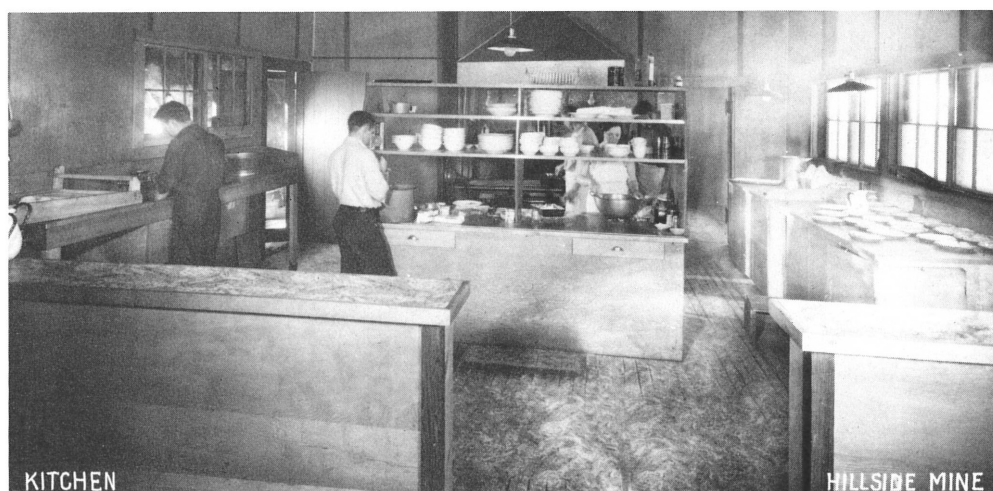


HILLSIDE, 7 miles via graded road and jeep trail north of Bagdad on SR 96 (18 miles west of Kirkland by air).

John Lawler, an ex-Kansas City streetcar operator, discovered the Hillside gold mine in 1887 and with local backing built a mill and road. Five years later he sold the property for a promised \$400,000 to H.H. Warner, a New York patent medicine dealer—seller of Warner's Safe Cure—who lavishly promoted his Seven Stars Mining Co. Nearly 300,000 prospectuses and maps were distributed throughout the nation and Great Britain, and still more were translated into French. Advertisements

for the "Safe Cure" also contained information on the mine. Famed mining engineer, T.A. Rickard superintended the opening of the mine and the construction of a second mill, but Warner's fraudulent promotion collapsed with the financial panic of 1893. He paid Lawler only about half of the purchase price, and the mine later reverted to the discoverer.

Thereafter leasers intermittently worked the mine but in the 1930's a full-scale revival was underway. Total production amounted to more than \$1 million. Machinery and tailings at the mine date from recent tungsten and uranium operations.



KITCHEN

HILLSIDE MINE



Western mining camps followed an inexorable pattern of discovery, a noisy rush or "mining excitement" followed by town and mining development. Hillside mining camp developed precisely just that way during 1887-1893. In its 1930's revival, Hillside developed as a "company camp," an operation in which the mining company operates the general store, boarding house, kitchen and dining room, and provides sporting facilities and a recreation hall with movies and dances. Hillside's buildings were scattered among the rocky hillsides above Burro Creek, and some of them remain today. Operations of the Comstock-Dexter Company lasted until the beginning of World War II. The above view shows a mine station, several hundred feet below the surface. Note the cage in which the miners traveled vertically using hoists controlled by signalling bells.



The cage is at the surface and workers will be dropped to their underground stations where they enter tunnels and drifts to resume work. The terminus of one lead is shown above, held in place by stout timbers. Two men inspect the vein to determine how to mine it. Samples will be taken for testing in the assay office (below) to see if there is a change in the ore's composition. Samples were crushed to manageable sizes and then mixed with flux before being poured in a crucible and placed into a fusion furnace at right.



COPPER BASIN, 10 miles southwest of Prescott via Copper Basin Road.

Yavapai Indians first mined the colorful ores of Copper Basin, ornamenting themselves and their pottery with the red, green, blue and yellow rock. In 1864 one tribesman showed the area to future Indian agent George Leihy, but before he could open a claim he was murdered and disembowled by renegades. In late 1887, Phelps-Dodge acquired the property, built a smelter plant and hired engineer Louis D. Ricketts to devise a complex leaching plant (one of his few failures). Around the smelter the company built a wooden camp, whose residents were strictly disciplined to be sociable and civilized; company regulations prohibited gambling, drunkenness, profanity, and wenching. More than one miner kicked the dust of Copper Basin from his heels, heading for more liberal camps.

The low-grade ores proved unprofitable and the smelter was closed in 1893. During times of high mineral market prices Phelps-Dodge shipped ore to its smelters in southern Arizona and is presently mining by open pit. Nothing remains of the early activity.

CATOCTIN, a mile via jeep trail southeast of US 89 at a point 15 miles south of Prescott.

Frank Alters discovered the Catoctin mine in 1884 and named it after his Pennsylvania home. Little development occurred until 1890-1891 when three mining companies began operations. A post office opened in 1902 when the more

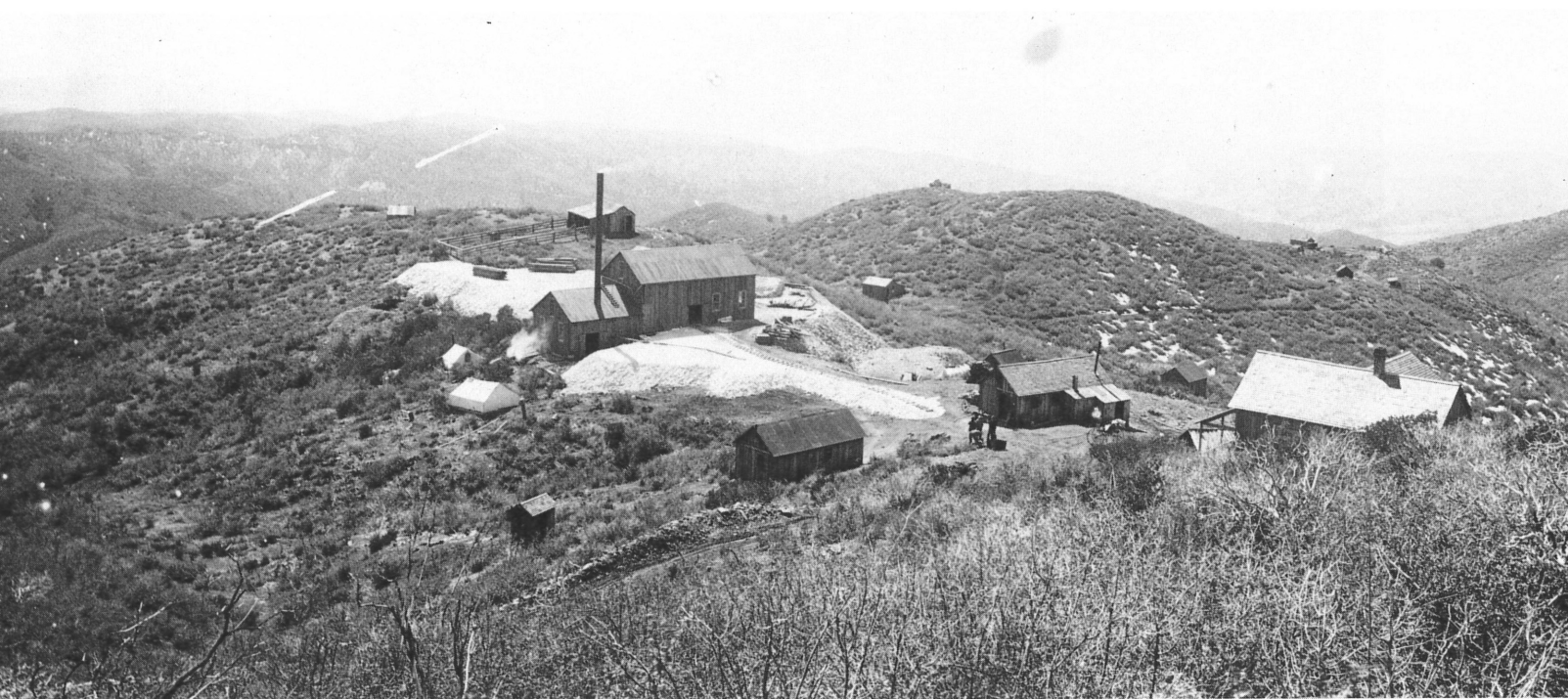
productive Climax Mining Co. struck a pay streak. The vein pinched out in 1907 and the camp declined. Buildings stand at the mines.

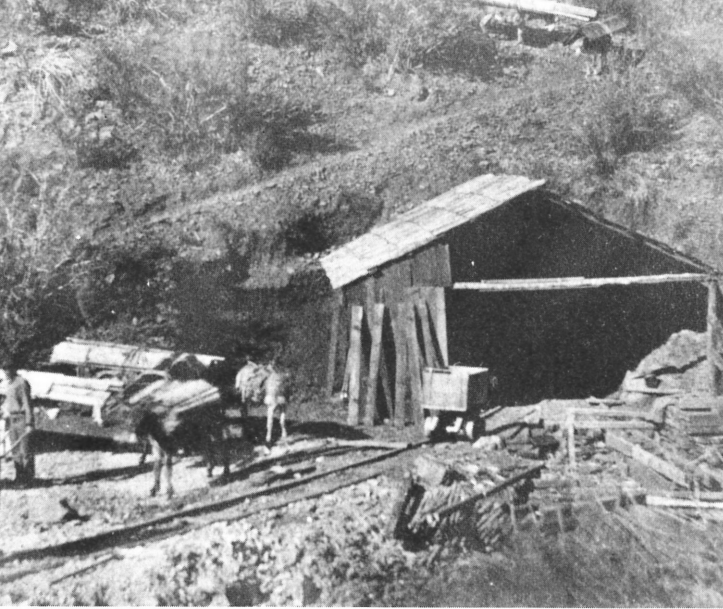
STERLING, a mile south by trail of Top of Pines on US 89 at a point 6 miles south of Prescott.

Pioneer surveyor Robert Groom discovered the Sterling gold mine in November 1865 and for the next half decade Prescott area miners rested their hopes upon this operation. John Marion of the *Arizona Miner* wrote in 1865, "We put our trust in God and the Sterling for future prosperity." A series of mining men built mills, chlorination works, roasting furnaces and other processing plants while unsuccessfully trying to reduce the "sulphurets." The company employed up to 35 men and was the largest operation near Prescott. After producing a mere \$10,000 worth of gold the mine was abandoned. Unsuccessful revivals occurred about every twenty years thereafter. The site is difficult to find and only a tunnel and shaft remain.

JERSEY LILY, 7 miles by rough jeep trail south of Top of Pines on US 89 at a point 6 miles south of Prescott.

Famed British actress Lily Langtry, the "Jersey Lily," was the idol of many lonely prospectors and they named mining claims and this camp after her. British investors liked the name, and the prospect, bought it, and formed the Jersey Lily Gold Mining Co., Ltd. in 1895. A scattered camp and post office opened, but the gold proved to be low-grade. The company produced barely \$7,000 and then closed down. Nothing remains.





Lumber was brought to the Dosoris mine at Cox by way of a pack train which moved along a steep winding mountain trail. In 1882 this was central Arizona's richest silver mine.

The mining camp of Jersey Lily sprawled along an unnamed ridge in the Sierra Prieta Mountains, around 1895. Snow still lingers below the mine hoist, at left of center.

COX, 9 miles by rough jeep trail south of Top of Pines on US 89 at a point 6 miles south of Prescott.

Townsend Cox, a New Yorker raised on Dosoris Island, discovered a silver outcrop in October 1881 and named it after his boyhood home. With 49'er Pel A. Craigie he dug into the vein which quickly became a bonanza. While the partners gouged out an easy \$500,000 in ore, miners rushed in to work nearby claims. A stage line began running to Prescott in 1882 and a post office opened in July 1883 to serve the camp of several hundred. A 30 burro pack train hauled Dosoris, Davis-Dunkirk, and Blue Dick mine ore eight miles over mountain trails to smelters at Howells and Walker on Lynx Creek. But barely 100 feet beneath the surface, the bonanza pinched out and the town of Cox dwindled; Craigie and Cox later lost their fortunes on valueless claims in the area. Mining revivals during this century have met with little success.

Along the Senator Highway

From Prescott southward to the top of the Bradshaw Mountains twists the Senator Highway, pioneer pathway for the miners and camp dwellers who called the area home. Along its 41 mile route through spruce-clad heights and long brush slopes, a dozen mining camps thrived. None became dominant. Instead, post offices and mills and especially mine buildings were moved up and down the rocky ridges, over this area later called "The City of Mines," for hundreds of miners dwelled here. As the miners moved from camp to camp they extended and shifted the dirt grade called Senator Highway.

The first six miles of the highway were initially part of the Prescott & Lynx Creek toll road and its owner charged \$1.50 for each wagon and 25 cents for horse and rider. Built in 1866-1867, it passed up Groom Creek and over Spruce Mountain to Walker. Miners along the Hassayampa River clamored for a branch further south, and, so Senator mine owner Samuel O. Fredricks cut the five mile extension to his mill in 1875 and gave the highway a name. Two years later, after silver strikes were made in the Bradshaw Mountains, Prescott merchants secured another extension to tap the trade; the road reached Alexandra, 32 miles south of Prescott in 1878.

Not without incident, however. Competing contractors and mine owners hindered road builder James Patterson until he posted the following notice: "I here by notifie olemine too kepe ofe this roade untill I am throoe withe ase ite ise mi prive proprty." The message was understood. Once completed, the mining companies built branches and in the next decade the wagon road terminated at Crown King.

The modern road essentially follows the old route, passing the sites of century-old mining camps and stage stops. From U.S. 89 in Prescott turn south on Mount Vernon Street, past the Victorian homes of mining men and territorial officials—the residences of Paul Jones, superintendent of the rich Crown King, J.J. Fisher surveyor-discoverer of the UVX at Jerome, Governor Richard Sloan, and the one-time home of Comstock nabob and Arizona governor F.A. Tritle. Six miles south of town Groom Creek is reached.

GROOM CREEK. Nicknamed "the flower garden of Arizona" by early prospectors luxuriating along the poppy-lined stream, this spot now supports a summertime population more numerous than ever before. Originally the site of poor placer diggings, a camp developed here in the 1870's around the Aztlan mill. The flowing stream

attracted other operators and four mills lined the creek during the 1890's. Two stage stations, Rock Saloon and Half-Way House, west of the present settlement and along the original Senator wagon road, served whiskey to dusty teamsters freighting to the mines. East of Groom Creek were the small camps and mills of the Monte Cristo, Home Run, Empire, and Midnight Test mines. Two miles south along the Senator Highway at the Wolf Creek crossing, Buckhorn station once satisfied thirsty travelers. All these sites have been obliterated. Past Groom Creek the road becomes a graded dirt surface as it ascends 7000 foot Mount Union Pass. Southwest of the road in the narrow Hassayampa River Canyon are the dump and buildings of the Senator mine.

SENATOR. Members of the Walker party panning gold from the Hassayampa river bottom staked out the Senator claim in 1864, but Indian raids and isolation prevented them from working it. Samuel Fredricks relocated the claim in 1872, and within two years he had turned his pick and arrastra operation into one with steam hoists and a 10-stamp mill. A saloon and store opened and a burro express line began running to the Senator before the mine ran out of high-grade gold. Small operations kept going, waterwheels and arrastras lined the Hassayampa, and Fred Williams' truck garden and potato patch became the district's center. A full-scale revival began after Phelps-Dodge bought the mine and stepped up development through the 1890's. A business district of hotels, restaurants, saloons, and stores spread up and down the river, while near the mine were built company buildings, school, and a club house-church. At the turn of the century four large mills rimmed the camp of several hundred. In 1903 a labor strike closed the mines, but leasers thereafter revived the operation during World War I and the 1930's. Total production for the Senator, Cash, Storm Cloud and Pickerell exceeds \$1 million. Remnants of this activity—old dams, road grades, mine dumps and foundations—line the Hassayampa River.

MAXTON. Actually a part of Senator, this was the post office designation after 1901. "Max" Alwens operated the post office in his combination store, hotel, summer resort, saloon, lunch counter, and mining office. Max also ran the stage stop at this division point on the Senator Highway—the north branch went to Walker, the south continued on to the Bradshaw Mountains. Below Maxton once stood the famed covered bridge over the Hassayampa.

PICKERELL MILL. 3/4 of a mile off the Senator Highway along the Walker branch road are several buildings marking the site of "Colonel" A.J. Pickerell's Chicago 10-stamp mill, built in 1897. Around it clustered a camp of 100 sup-

porting two saloons and a store. Earlier this had been the ranch of "Hassayamper" Jeff Davis who gave the nearby peak its name—not for himself, but for the more distinguished Southerner. In retaliation, miners from northern states declared the nearby higher mountain Union.

STORMCLOUD MILL. On the Senator Highway, adjacent to its junction with the Walker branch and near Maxton, several rusted metal buildings remain from this turn-of-the-century camp. Further up the side canyon stand remnants of the neighboring camp at Cash mill. Both operated at about the same time as the Senator and the miners spent leisure hours at that camp or at Prescott's "Whiskey Row", a tempting four hour stage ride away. Beyond here the Senator road becomes impassable for low-clearance vehicles.

CROOK CITY. Once over Mount Union Pass the highway descends Crook Canyon and five miles beyond the crest, between pine trees and aspen, can be seen two wells in a small meadow where also are located the lumber debris and mill foundations of Crook City. Ed Johnson discovered the Crook mine in 1874. One mill, 13 arrastras, and 14 miner's cabins housing fifty miners soon lined the creek. Pat Hamilton, later editor and author, operated a popular saloon here. The waterwheel-powered arrastras crushed \$500,000 in gold through the next decade. Later Eastern corporations bought the mines and shifted operations a mile down the creek to Venezia. A lone building stands at the mine above the mountainside.

VENEZIA. Gold milling for the Crooks Canyon area centered at Venezia. The first mill was built in 1875 by Prescott merchant W.M. Buffum, but in 1895 the Venezia Mining Co. enlarged the plant and a 20-stamp mill operated here as late as the 1930's. A stage stop, store, and saloon comprised the camp. Recently the U.S. Forest Service dynamited and bulldozed the remaining structures.

PALACE STATION. A mile below Venezia the Senator Highway crosses Crook Canyon at the log Palace stage station. Built in 1874, A.B. Spence rebuilt the cabin as a stage station in 1878. The station was the midway point from Prescott to the top of the Bradshaw Mountains. Friendly Forest Service personnel now occupy the building.

GOODWIN. Five miles over the pine-covered divide between Crook Canyon and Turkey Creek is a small wooden sign marked "Goodwin". During the 1860's prospectors named claims, creeks and mountains after the first governor to serve Arizona Territory, John N. Goodwin. Not surprisingly the Turkey Creek district has its Goodwin mine. In 1882 when the over-promoted Nonsuch Mining Company of Philadelphia bought the mine and decided to plot a townsite near their extravagant mill and smelter, they selected the name Goodwin.

A stage station, hotel and store opened here as a supply center for the mines for the next half century. Nothing remains of the camp, but buildings stand at nearby mines. The Senator Highway divides at Goodwin; the eastern branch leads to Mayer, a convenient escape for those without four-wheel drive because the road south is even worse.

BUENO. In 1883 a hotel-stage station, quartz mill, and two competing saloons occupied this townsite located two miles south of Goodwin, where Arrastra Creek meets Turkey Creek. The Turkey Creek district post office was located here from 1881 to 1893 when it was transferred to Goodwin. Mining here proved to be fatal. Yavapai Indians during the late 1860's killed ten workers at the Bully Bueno mill and burned the mill, while

Battle Flat below the town received its name from another conflict. Indians killed the prospectors, but mining promoters were just as deadly to Eastern investors. No productive mine was ever developed here yet more than \$1 million was spent on worthless quartz mills, smelters, and mine developments. A half mile south of Bueno the Senator Highway forks again; to the southwest is the original (1870's - 1880's) Senator Highway and to the southwest is the present road to Crown King. The original wagon road follows sand creek beds and moves along rough mountain trails and is for four-wheel drive vehicles only. MEESVILLE and ALEXANDRA are three and eight miles down the road, and the present road ends at CROWN KING, forty-one miles south of Prescott. *See Table of Contents.*

Mining in the snow covered Sierra Prieta initially began in 1863 and continued through the 1930's. Promoter "Trapshooter" Reilley reopened the old Crook mine during the Depression and shipped out ore by way of the Senator Highway, as his predecessors had done. The ore was moved from the mine tram (not shown) to bins where a truck awaits its load. Miners at right dump waste rock. The mill at Venezia processed the ore.



Prescott's

Whiskey Row

Whiskey came first—that was the pioneer merchant's motto. Montezuma Street in Prescott has been "proof" to the old saying ever since the time the first log cabins were chinked together. The Quartz Rock, Juniper, Montezuma, and Nifty made up the Whiskey Row of the 1860's, attracting miners' gold dust and soldiers' pay with whiskey, billiards (no respectable pioneer called it pool), cards, and even baths. A class establishment appeared on the "row" in 1868. Three of the towns leading spirits built the two-story Diana, named after the mythological goddess of chastity because, as one reporter put it, "it has chaste pictures—and such" (the "and such" being faro banks, poker tables and a brothel). The miners and soldiers celebrated the opening with a brawl, resulting in three gun shot wounds, stabbing, one eye gouged, and assorted bruises and cuts. Whiskey Row had had its baptism.

For the next half century Prescott flourished—or as others would say was cursed—as a blow-off point for miners, soldiers, and cattlemen from the surrounding hills and deserts. The Bit, Nugget, Cabinet, Sazarac, Miners' Exchange, Kentucky, Cobweb, and a couple dozen more saloons were found throughout the town—among Victorian homes on "Nob Hill," on the path to Fort Whipple, along Granite Creek, and especially along Whiskey Row. Some had costly pictures, mirrors, and decanters, others had plain counters and black bottles, but all dispensed the staple beverage of whiskey to their insatiable patrons. Violins and coronets and pianos played their din and hoarse singers belted out melancholy songs to the crowds; outside in the street Salvation Army bands offered a different tune. And behind the line of saloons, along Granite Street, lay the "restricted area"—a misnomer for there were no restrictions. Along the street were dance houses, bath houses, and small uncurtained cabins where harlots sat, spiderlike, waiting for flies. Here too was China Town with its neat shops, curios, trinkets, and the pervading sickly odor of burning opium. For the expense of one double eagle a miner could experience every frontier sensual offering.

The pride of Whiskey Row was the Palace Saloon. First opened during the silver boom of the

1870's, it has burned twice, each time the owners rebuilding on a grander scale. "Doc" Thorne, a mineowner and saloon keeper, enlarged the Palace after the fire of 1883 and after his Silver Belt mine had hit bonanza ore. A spectacular fire destroyed the Palace again as well as most of the rest of Prescott's business district in 1900. The new owners erected a two-story granite and brick saloon, adorning it with reliefs of the territorial seal, a bear and mountain lion—mascots of the Arizona Volunteers and the Rough Riders—and topping it with the tallest of flagpoles. Inside, a casino ran 24 hours including Sundays. Bearded "Hassayampers" rubbed elbows with tenderfeet glancing at the roulette wheels, playing poker, buying mining stock and watching the bid and ask price posted on the back stockboard, or paying two bits for two shots of whiskey. A free lunch came with the drinks.

Beginning in 1907 the activity along Whiskey Row abruptly changed. More sober legislators outlawed gambling, prostitution, and finally in 1915, passed prohibition. The saloons went underground. Today the Palace bar, after a stint as a soda fountain, again serves the regular "oh-be-joyful" and during Prescott's Frontier Days on July 4 equals the activity of its palmier days.



THE DIANA
BAR AND BILLIARD SALOON,
Montezuma Street, Corner Gurley,
Is the Largest and Best Saloon
IN NORTHEASTERN ARIZONA.
A. L. MOELLER, Proprietor.



JEROME, 30 miles northeast of Prescott on US 89A or 100 miles north of Phoenix via I-17, SR 279, and US 89A.

Indians using antlers as picks and hammers of stone dug out the colorful surface ores at Jerome centuries before Columbus sailed for the Americas. Their stone houses and cliff dwellings dot the Verde Valley where archeologists have found pottery shards covered with the red, green, blue, and yellow Jerome rock. Spanish explorer Antonio De Espejo in 1583 visited the Valley people and, impressed by the Indians' facial adornments of copper ore, asked to see their mine. Espejo climbed the hill and "denounced" (claimed) the pit for the King of Spain, but he wanted golden treasures not an isolated copper mine and soon left. Serious mining would not begin for another three centuries.

Al Sieber and Dan O'Leary, scouts for General Crooks campaign against the Yavapai in 1874, were the next white men to be shown the copper ledge by tribesmen. Later while at Prescott their talk about copper in the Black Hills convinced a party of prospectors from the declining camp of Pioche, Nevada to prospect the area. On February 9, 1876 John Boyd placed the first location notice on the outcrop. Within two months he and his partners had located several promising claims and organized the Verde district. Other miners followed and that summer Andy Ruffner and Angus McKinnon located the Eureka claim. Their finds would prove the most valuable, since they were the outcrop of nearly \$500 million worth of copper—but others would reap this treasure. Prescott merchants grubstaked small-scale developers and soon a settlement was started.

Substantial investments, however, were needed before production could begin—a difficult task since mining men, including famed James Douglas, reported unfavorably on the prospects. Another engineer, George Maynard, said that the claims looked promising and convinced a group of Philadelphians to buy Ruffner and McKinnon's claims for \$40,000. Boyd and his partners sold out to Arizona Governor F.A. Tritle who convinced the Philadelphians to combine with him and form the United Verde Copper Co. Eugene Jerome, a third party from New York, bought shares in the company in February 1883.

That year superintendent F.F. Thomas erected a single furnace smelter at the mine, installed a steam powered hoist, and graded a road to the Atlantic & Pacific Railroad at Ashfork. Between August 1883 and October 1884 Thomas amazed the mining

world by producing \$856,155 worth of copper and silver. The stockholders received \$97,000 in dividends. Half a mile from the mine, on a rare level niche, a row of wood and canvas buildings housed a butcher shop, barber, clothing store, mercantile, bath house, six saloons and a Chinese laundry, all serving a town of 400. By 1885 the market price of copper had dropped from 19 cents to 11 cents per pound and because of isolation and high mining costs the United Verde had to shut down.

The floundering concern revived three years later when Butte, Montana millionaire William A. Clark bought out most of the stockholders. Ultimately he acquired 95% of the stock. Clark's superintendent Joseph L. Giroux, sunk shafts into an amazing ore body 600 feet deep, shaped like a giant egg. In order to turn the ore into copper and ship it to market, Clark expanded the smelters into a 1200-ton daily capacity plant complete with six converters producing 99% pure metal. An electric plant, machine shops, and railroad yard covered the rest of the ten acre slope at the mine. In November 1894 Clark's 26 mile narrow gauge railroad, the United Verde & Pacific, began carrying out the copper matte. By 1900 the United Verde was producing \$1 million worth of copper monthly. Between \$2 to 5 million annually went into William A Clark's pocket—and back out again, being spent lavishly on art galleries, women, and a seat in the United States Senate.

Below the smelter and mine the town of Jerome mushroomed. Census takers in 1890 found 250 people, a decade later they counted 2,861, though local boosters estimates reached 4000. When incorporated in 1899 Jerome was Arizona's fourth largest city, behind Tucson, Phoenix and Prescott. After three fires in 1894, 1897, and 1898, the residents rebuilt the town with substantial concrete and brick buildings. The United Verde Co. built a four-story mercantile, hospital, 60 Victorian homes for officials, and the impressive Montana Hotel, capable of lodging 1000 miners. Turn-of-the-century Jerome had schools, two churches, six hotels, seventeen saloons, stores of all kinds, electric lights, water works, a bank and competing newspapers, the *Mining News* and the *Chronicle*.

Jerome was no haven. A roasting process used to burn off sulphur from the sulphide ores caused a gagging stench to rise from the hill, capable of killing all vegetation, bugs, and vermin. Blasting in the mines created landslides in town and the frequent collapse of earth under the smelter, toppling

buildings and railroad cars. Miners underground feared being crushed by timber and rock or burnt alive by the unextinguishable fires in the lower levels. Rain seeping through the sulphide ore became rivulets of diluted sulphuric acid. Ore trains rolled and flattened the unwary in narrow haulage tunnels. The smelter offered equal dangers. Senator Clark, once a miner himself, conscientiously tried to improve working conditions during an era when industrial maiming and death were commonplace.

In 1912 Clark spent \$1 million to build the model town of Clarkdale, below Jerome, and erected "the most modern smelter in the world." The Clarkdale smelter was three times the size of the old plant, safer, and was served by the standard gauge Verde Valley Railway. Another railroad, the Verde Tunnel & Smelter Railroad, connected the smelter and mines. In June 1915 the plant began operations and three years later strip mining began; production thereafter increased rapidly. The yield for the Jerome district in 1917 exceeded \$42,000,000. By the end of 1925, the year Clark died, the United Verde had paid \$66,847,000 worth of dividends.

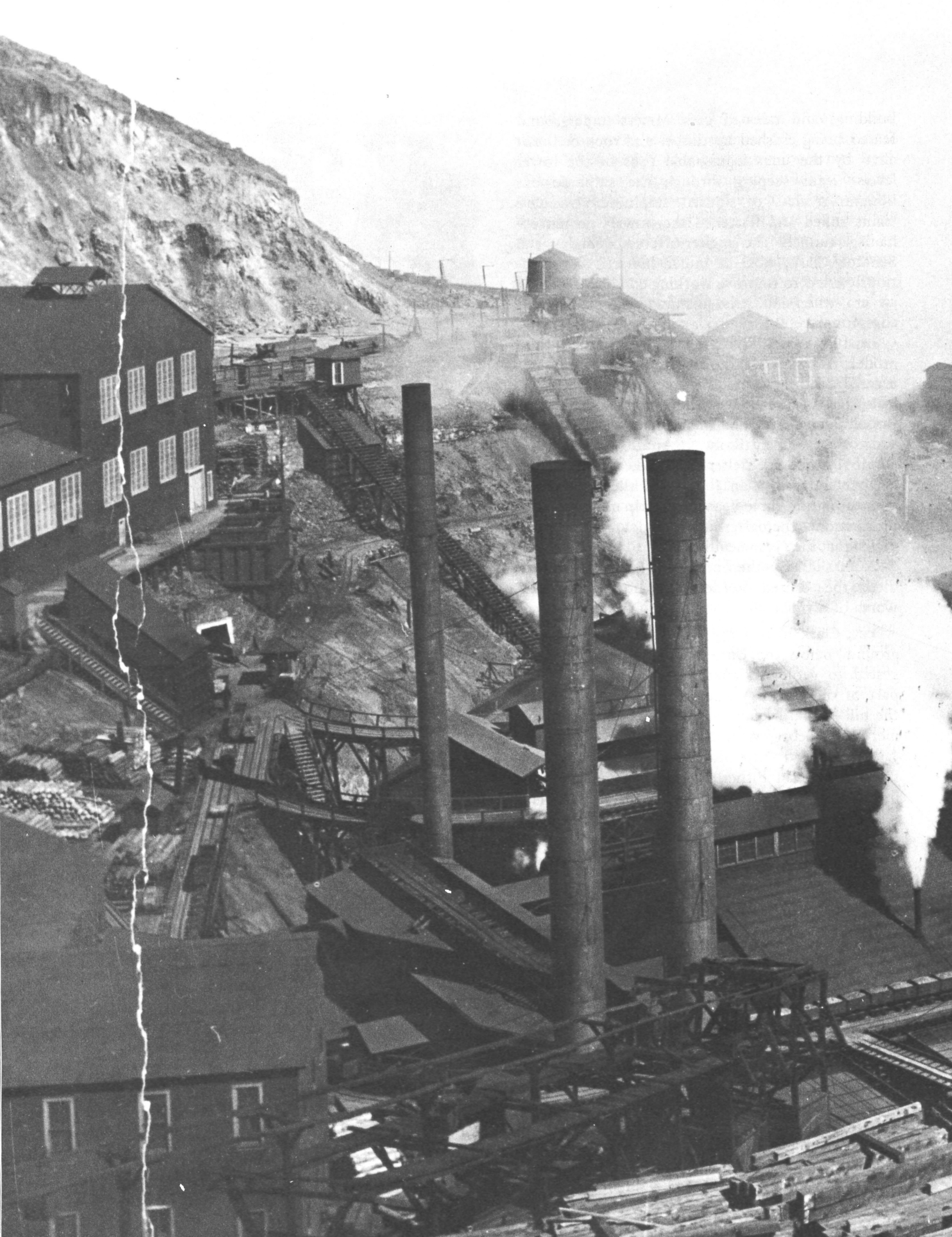
Yet, Clark missed the richest chunk of mining ground. Below the United Verde a fault line suggested to geologists that the very top or richest part of the United Verde ore body had slid down the hill. Clark discounted the notion, but a Jerome merchant, George W. Hull, and a Prescott surveyor, J.J. Fisher, had faith and spent a decade searching for ore. In 1911 Fisher died but not without having discovered promising traces of copper. The next year James S. "Rawhide Jimmy" Douglas joined the venture called the United Verde Extension Mining Company (UVX). Douglas and associates sunk the Edith shaft 1200 feet before they found ore. Then in February 1916, while drifting on this level they cut a bonanza ore body worth more than \$125,000,000. The UVX became an instant sensation and its railroads and new smelter at Clemenceau, adjacent to Clarkdale, kept pace with United Verde production.

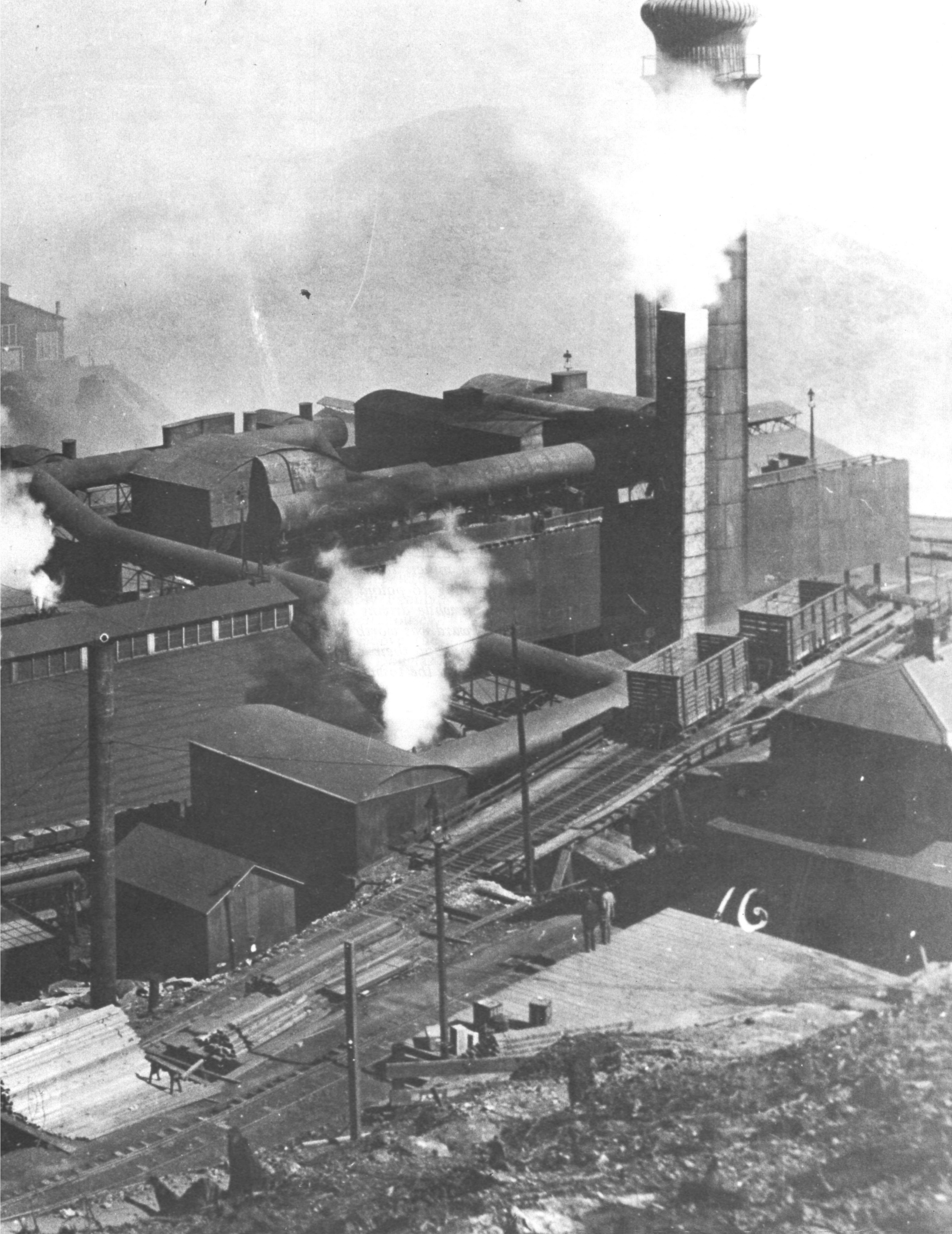
The success of the UVX and the expansion of the United Verde inspired legitimate miners and stock jobbers to stake out the hills surrounding Jerome and initiate extensive development work. During World War I around fifty mining companies were organized, many with Jerome or Verde-hyphenated names. With two smelters in the valley and numerous companies in operation, the Jerome district had more than 15,000 residents. Specula-



Indian scout Al Sieber shown here sipping whiskey from a bottle with a straw was among the discoverers of the rust stained outcroppings of ore at future Jerome. Instead of immediately staking claims, Sieber walked away and while in a Prescott saloon he described the ledge to eager-eyed Nevadans. Sieber received nothing for his find. He spent his remaining years in the Tonto Basin area and at Camp Verde, where a photographer found him with friends.

PICTURE FOLLOWING PAGE: At Jerome industrialism overpowered the primitive West. By the turn of the century the smelter poured forth a mixture of fumes, sulphurous gases, and smoke which rolled over the hill and down upon the town (off picture at right). Ore cars queue at center where their load will be dumped with lime and other fluxes into the furnaces. Two empty coal cars rest over the bins and behind the railroad depot, while timber for the mines covers the foreground. Beyond the smelting works are the boiler and machine shops and the yards of the United Verde & Pacific Railroad. The hoist and tunnel on the Wade Hampton claim are at left. Workers toiled in the plant ten hours per day. Dangers were many; uncovered gears ground up limbs, red hot copper matte scalded the unwary, and occasional cave-ins in the underground mines collapsed buildings upon the unsuspecting. The completion of the Clarkdale smelter in 1915 ended Jerome's smelting operations. Today the site is gone because of open pit mining.







Rock drilling contests were common at mining camp holidays. Jerome in 1902 went all out with \$1000 purses which attracted Western miners to compete for the title of single-jack or double-jack drilling champion. Miners swung 16 pound jackhammers striking drills held by their partners in trying to beat the clock while driving holes into solid granite. The winner became a local hero and his engraved award was worth free drinks. It is evident in 1903 that the local Mexican population (below) kept their customs by celebrating Mexico's independence Day with a parade and speeches in the town park.



tors, promoters and prospectors crowded the streets and two-bit stocks in paper companies flowed as freely as whiskey at the Fashion Saloon (even though Arizona had been legally dry since 1915).

During the 1920's, Jerome had solid business blocks three- and four-stories high lining Main, Clark and Hull Streets. Above these towered new company buildings—the United Verde Apartments, Club House, and United Verde Hospital, Arizona's finest when completed in 1926. Across Bitter Creek and near the UVX shafts, James S. Douglas built his white mansion and the Little Daisy Hotel. Jerome had reached maturity; in 1929 the stock crash brought a hasty end to its copper mines.

Phelps-Dodge Corporation bought stock control of the idle United Verde and UVX during the 1930's, cleaned out the old works, and brought district production to more than \$800,000.000. The operation closed in 1953; Jerome quickly approached ghost town status when 1960 census takers found only 243 residents. Since then the town has revived as a ghost city with curio shops, bars, antique shops, craft stores, and museums.

Many historic buildings still stand in Jerome. The Fashion Saloon now houses the Jerome Historical Society Museum; across the street the Connor Hotel bar still serves patrons. Other leftovers from the territorial years include the Victorian houses above Clark Street, the Holy Family Catholic Church and F.G. Miller & Co. warehouses. The gutted Little Daisy Hotel stands above the UVX mine headframes and James S. Douglas' mansion is now a state owned museum.

JEROME JUNCTION, or Copper Siding, on Perkinsville Road, 1 mile east of Chino Valley on US 89 at a point fifteen miles north of Prescott. (The 26 mile railroad graded to Jerome is now a passable dirt road.)

Established in 1894, Jerome Junction contained shops, sawmills, and depot of the narrow gauge United Verde & Pacific Railroad which connected the mines at Jerome with the Santa Fe, Prescott & Phoenix Railroad. For 15 years the junction was active. Roustabouts transferred freight from the narrow gauge, and travelers alighted at the Junction Hotel or the saloons, while waiting for trains to carry them the twenty-six crooked miles to Jerome—a frightful journey. Hairpin curves and steep grades over Woodchute Mountain caused many to fear that the train would leave the track and tumble down the Verde River Canyon. Once it did. On March 18, 1905 engine No. 3, train and crew hop-

ped the track and bounded 785 feet down the mountain; the engine was destroyed, but engineer George Haskins miraculously walked away from the wreck. Jerome Junction declined after the Santa Fe built a standard gauge line to the United Verde Copper Co.'s new smelter at Clarkdale in 1912. Eight years later the line made its last run and residents moved to Jerome or nearby Chino Valley. A railroad siding and foundations mark the site.

CHERRY, 12 miles east of Dewey on SR 69 at a point 18 miles east of Prescott.

As early as the 1860's prospectors located claims in the Cherry Creek district and ultimately two mining and milling companies operated at Smithville, named after superintendent A.M. Smith of the Golden Era Mining Co. A camp of 100 supported saloons, a butcher, and general store lasted until the mines gave out in 1879. Afterwards there was only a stage stop here and in March 1884 a post office named Cherry opened.

Mining slumped until the nearby Jerome bonanza in the 1890's made the district attractive. A half dozen speculative ventures searched unsuccessfully for ore, but Cherry prospered with 400 people, two stores, justice of the peace, and assorted businesses. The mines produced about \$50,000 in gold before the Depression. Summer homes and old frame cabins now line the creek; in the surrounding hills stand idle headframes and mine buildings.

WALKER, 7 miles south of SR 69 at a point 4 miles east of Prescott.

Joseph Reddeford Walker, a mountain man and trapper, led the first gold seekers into the uncharted mountains of central Arizona in 1863. In May the party discovered pay dirt along the Hassayampa River, and crossing the pine-covered divide to Lynx Creek found its rich placers. Word of the strike reached surrounding states and territories and a rush of veteran Californians, Pikes Peakers from Colorado, and even miners from districts in Idaho and Montana scurried to the diggings. A census in 1864 found 1,610 settlers in the mountains and along streams where only the Yavapai had dwelled two years before.

A collection of 60 log houses and a store comprised Walker's Camp along Lynx Creek the first winter and a reported 500 miners actively worked the gulch. Of these pioneers, one visitor wrote "I never saw as many handsome men in the same number before; they are all fine specimens of the physical man. . . and are quick, intelligent, shrewd men, and very many have superior educations. I saw only one woman on the creek." Many of these



Here is living at its best on the banks of Lynx Creek. Bachelor John Ferris built this stick and whipsawed lumber prospector's "castle" below Walker, and during the 1880's and 1890's he eked out an existence with his vegetable garden and gold placer claim.

hardy "Hassayampers", would later discover diggings and lodes throughout the territory—at nearby Poland, at McCrackin, at Clifton, and dozens more.

With sluice boxes, ditches, long toms, and familiar gold pans they washed out \$1.5 million in placer gold during the first rainy seasons. In the summer of 1864, Yavapais began attacking the diggings, and miners left in droves, either for sprees in San Francisco or for other districts. Any hopes of a permanent settlement at Walker vanished when Prescott townsite was plotted seven miles away as Arizona's first territorial capital.

A quartz mining excitement in 1865-1867 brought three mills, a wagon road, and hard-rock miners to the district, but cursed "sulphurets" (low-grade pyrite ores) appearing barely fifty feet from the surface led to a shutdown of operations. At the end of the decade, editor John Marion of the *Arizona Miner* found Walker "the scene of deserted cabins, sluices, and other mining apparatus."

During winters and the rainy season, fifty or so placer miners manned the gulches, but only Christopher Shelton and aged "Uncle Billy" Pointer resided at Walker throughout the year. The white-bearded "Uncle Billy" had left his wife and ten kids in Missouri to find his fortune in Colorado and Arizona and in 1876 the 68 year-old miner returned home after digging out \$50,000 from the Pointer lode.

In 1879 Shelton became Walker's first postmaster as the permanent population had increased to 150. He also operated a store at the terminus of a buckboard express line from Prescott. Miners still worked the creek, but principal activity shifted to lode mining. The nearby camp of Howell and another at the Amulet mine temporarily stole Walker's limelight until the 1890's, when Eastern money was poured into the old camp. With railroads at Prescott, the Indian war long past, and the availability of new mining techniques, Walker was ready for a boom.

Pennsylvania investors formed the Penn Gold

Mining Co. to open the Mudhole mine, a name indicative of the working conditions there. A Chicago group formed the Metal Mining Co., bought Shelton's claims, built a mill, and began shipping gold concentrates to distant smelters. These and a half dozen other firms hired miners to dig out ore and millers to crush it and extract the gold. Freight teams hauled concentrates to the railroad at Prescott until May 1904 when the 8,017 foot Poland-Walker haulage tunnel connected the camp with the Bradshaw Mountain Railroad.

Adjacent to the Mudhole mine, a camp of 200 supported saloons, lodgings, restaurants, ice-house, laundry, hospital, general stores, corral and feed lot, and barber shop. Walker Hall was the social center, but no red-light district was formed. Women were imported from Prescott each payday.

After producing another half million in gold, copper and lead, miners striking for an eight hour work day forced shutdowns in 1903. The Mudhole Mine, Metallic Co., and others remained closed. In June 1909 a fire which swept through hotels, saloons, and other shops destroyed most of Walker and the camp was never rebuilt.

Periodic revivals have occurred when metal prices rose or when optimists vainly searched for new bonanzas. During the 1920's, the Sheldon Mining Co., a subsidiary of the owners of the Humbolt smelter, reopened the mines once worked by C.Y. Shelton. Equipment included a 200-ton concentration flotation plant, a narrow gauge railroad from near the mine through the Poland tunnel to the railroad, and an electric plant operating the hoists and concentrators. Another million dollars worth of metal came out of the Walker hills until the plant shut down in 1930.

Walker's pine trees, flowing stream, and history has attracted newcomers and summer homes. In between them stand remnants of log cabins, mine dumps, wagon trails, a charcoal kiln, and at the Shelton mine a vast orange-white tailing dump.

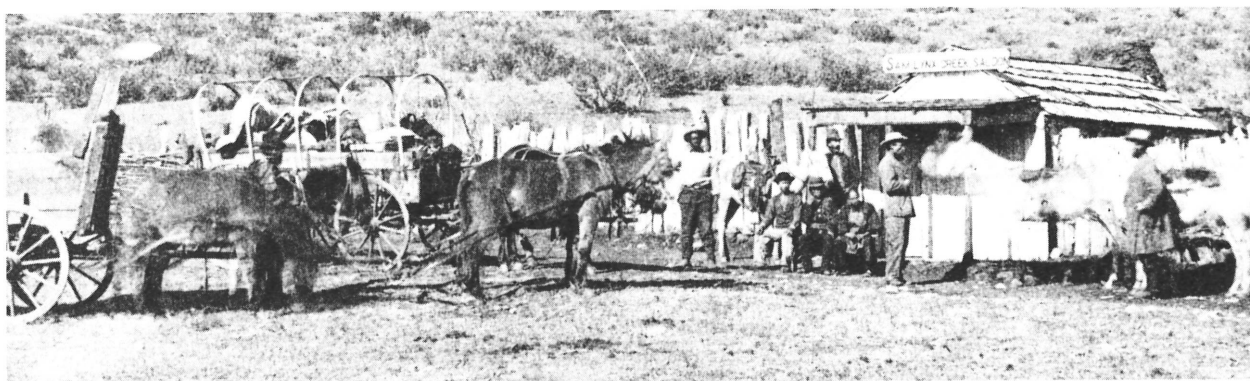
HOWELLS, 6½ miles south of SR 69 at a point 4 miles east of Prescott. (Less than a mile down Lynx Creek from Walker.)

The discovery of silver-lead mines south of Prescott in the 1870's convinced metallurgist John Howell that he should build a large, centrally located smelting works. A veteran of Austin and Candelaria, Nevada, Howell had invented various improvements to milling machinery. In 1882 he selected a site along Lynx Creek and with Chicago backing built a two-stack smelter, quartz mill, and sawmill. Near the plant, a town of 200 supported an assay office, blacksmith, boarding house, stage station, saloons, and company store. Henry Goldwater, Senator Barry Goldwater's uncle, ran a rival store. The smelter company bought the nearby Belle mine and purchased ores from surrounding mines, especially the Dosoris

at Cox (which see), but the high cost of hauling coke sixty miles from the railroad made the venture unprofitable. In less than a year of operations, John Howell produced \$173,825 worth of silver-lead and shut down. Foundations mark the site.

MASSICKS; a mile via dirt road south of SR 69 at a point 10 miles east of Prescott.

Members of the Walker party found gold placers along lower Lynx Creek in 1863 and five years later veteran Californians started to cut into the creek's bank with hoses and pipes to begin hydraulic placer mining. The largest, the Excelsior Hydraulic Mining Co. owned by the Jackson brothers washed out \$10,000 in gold annually, bolstering Prescott's fragile economy through the mid-1870's. Little of interest remains.



Sam's Lynx Creek Saloon served the thirsty travelers of the 1870's. The two owners and their common wife sit in front. The business closed down when Sam Lee decided to acquire sole control of both the business and the wife, against his partner's wishes. In August 1877, Sam was stabbed to death and his partner, Ab Buck went to Yuma territorial prison. The wife, Gum Kee disappeared.

The lower Lynx Creek area saw hydraulic mining from the 1860's until the 1890's. James Hall guides the "giant" nozzle and the stream of water as it cuts into the gravel bank. Gold particles would be washed down into troughs where sluice men would pick them out. Hall's operation worked the bank below the Barlow-Massicks mansion in 1890. This form of mining originated in California.



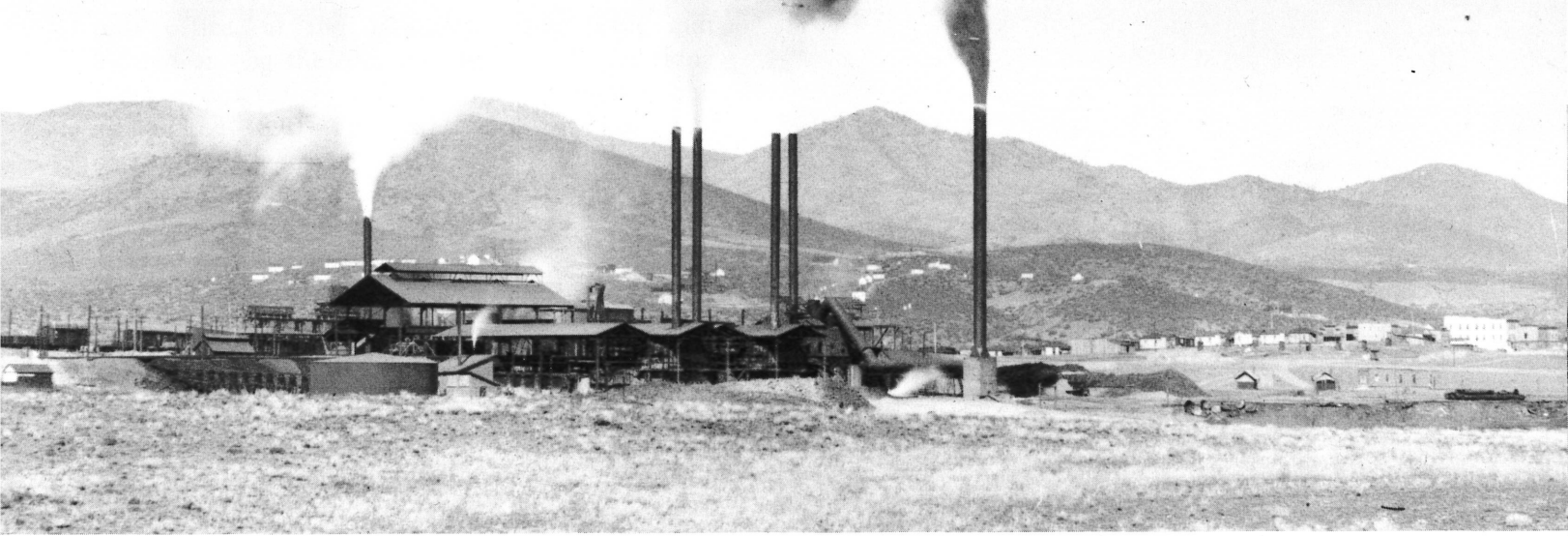
In 1890, British investors bought the claims, formed the Lynx Creek Gold & Land Co., Ltd., and sent soldier-of-fortune Thomas G. Barlow-Massicks to superintend construction of a dam, new flumes and pipes, and supervise the expenditure of more than \$100,000. At the most, ninety men were employed and lived in a camp of half a dozen frame buildings surrounding Barlow-Massicks's three-story stone mansion. The company operated a store and between 1895 and 1899 a post office named Massicks was established here. Thomas also channeled British capital in the Jersey Lily, Catocin, and other mines until his accidental

death in 1899. While driving his buckboard over the hills, his pistol fell from its holster and discharged a bullet into his back.

For the first three decades of this century several Eastern companies worked lower Lynx Creek with large floating gold dredges. The monstrous boats with their antennae-like draglines and conveyors proved unprofitable, but they gave the old hydraulic claims a new nickname, Doodle Bug Diggings. Piles of boulders, collapsed cabins, and old pipe and flumes line the creek. The Arizona Parks System now owns the Barlow-Massicks mansion.

In this century monstrous gold dredges recovered the last of the gold from diggings discovered by the Hassayampers in 1863. The Harper Brothers & McGuire Company dredge (below) cut away the creek bed and deposited gravel mounds down lower Lynx Creek for six miles. This Depression era operation met with mixed success. The new Arizona Smelting Company smelter (opposite page) processed ore from throughout Arizona. Behind the middle smelter smokestacks can be seen the unsuccessful gold mill at the Iron King mine. The concrete and brick business buildings of Humboldt town extend along the ridge at right.





HUMBOLDT, 18 miles east of Prescott on State Route 69.

The German explorer Baron Alexander Von Humboldt toured Mexico in the 18th century and hearing reports of gold discoveries to the north predicted that the then province of Primeria Alta (later Arizona) would prove to be the treasure vault of North America. Boosters and promoters quoting the great geographers's books a century later, eagerly pointed to their mines as the true treasure vault and optimists throughout the West named rivers, mountains, and towns after the baron. When the backers of the Arizona Smelting Co. built their plant and camp in 1906, they chose the name of Humboldt.

Mining in the Humboldt area predates even Alexander Von Humboldt. Indians mined the colorful surface rock at the Silver Belt mine around 1000 A.D. and miners arriving in the 1860's found their shallow shafts and pit houses. Indian fighter and legislator King S. Woolsey built a stone house from an Indian ruin and a water-powered quartz mill below future Homboldt. Between 1876 and 1884, a 20-ton capacity furnace on the Agua Fria River smelted \$350,000 worth of silver from the small but rich Silver Belt Mine.

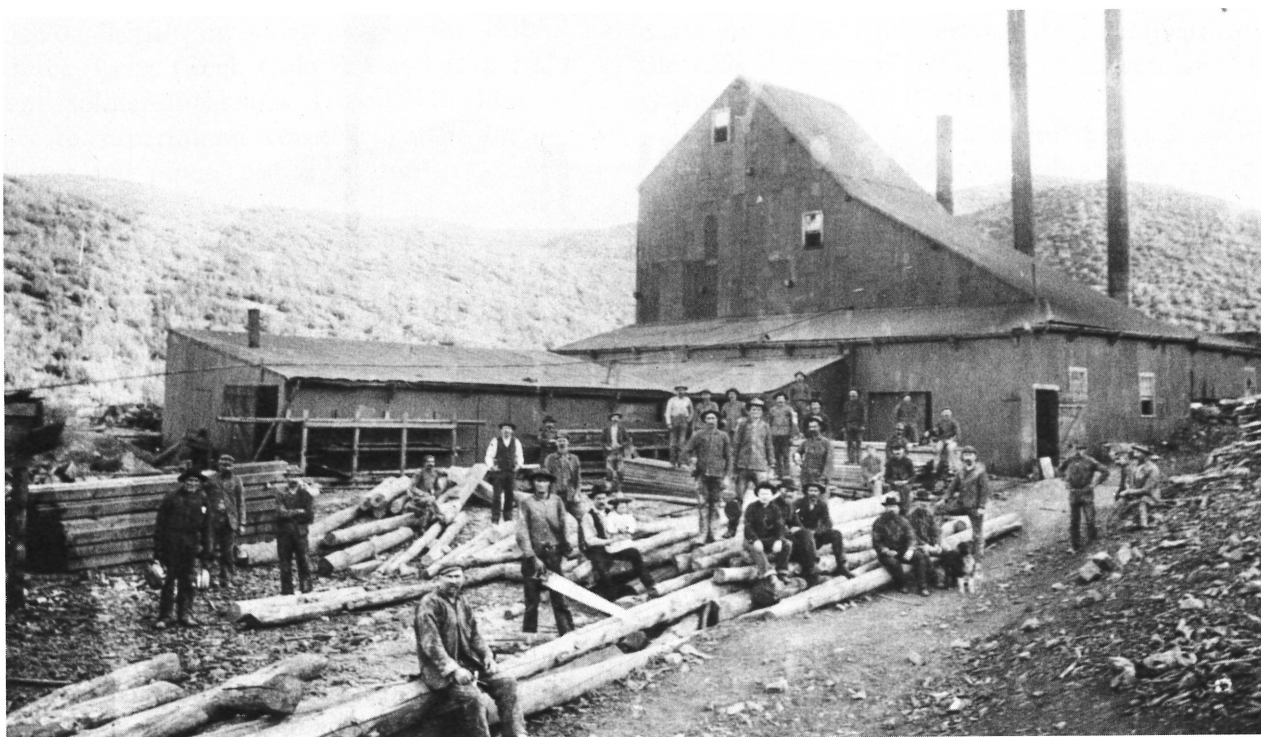
Large-scale development at Humboldt did not begin until 1898, after the Prescott & Eastern Railroad reached the district. Two smelters, the Val Verde (1899-1903) and the later Arizona Smelting Co. (built 1905-1906), began buying ores and concentrates from mines throughout the territory. The Arizona Company's Humboldt plant was the largest custom smelter in the territory.

Infant Humboldt was not platted until 1905. Within two years the population mushroomed to

1000, supporting four general stores, three hotels, and auto-stage to Prescott, eight saloons, various shops and stores, railroad depot, ice cream parlor, ice plant and moving picture show. The respectable businesses lined Main Street on a ridge-top, while saloons were relegated to the gulches below the smelter. Fire swept the gulch in the summer of 1910 destroying 15 buildings, all of which were quickly rebuilt by their enterprising owners. North of town the Agua Fria Valley blossomed with fields of corn, hay, and other produce for the Humboldt market.

Two daily trains brought in copper and lead ores to be processed at the 800-ton capacity Humboldt smelter. Most of the ore came from the smelter company's Blue Bell and De Soto mines in the Bradshaw Mountains; they ultimately produced \$17,325,000 worth of copper and lead. Peak production occurred during World War I. The Southwest Metals Co. reopened the works and during the 1920's reduced ores from their mines at Walker and in the Bradshaw Mountains. The Depression closed the plant for the last time.

Humboldt began to wane and would have followed the familiar path to oblivion had not a group of lucky and determined miners uncovered the biggest bonanza in the Bradshaw Mountains only a half mile from Main Street. The Iron King mine had experienced the usual development: In the 1860's prospectors dug into the outcrop; the 1880's saw miners smelting or milling its ore; and in the 1890's and 1900's promoters sold stock in worthless companies which had only produced a few thousand dollars worth of gold. Then Fred Gibbs acquired the Iron King. A Prescott mining engineer,



Mark Twain once called miners "the sons of toil" and this group at the McCabe mill in 1898 worked daily 10 to 12 hour shifts every day for 35 cents an hour. In 1903 they struck for an 8 hour day and after months of deprivation and occasional fisticuffs, won their demand. A small child wearing a straw hat adds a genteel touch to the scene.

he had faith in its promising low-grade lead ores and in 1934 when lead was worthless convinced others to back its opening and to install a 100-ton mill. The well-heeled Shattuck-Denn Mining Co. developed an ore body worth more than \$100 million in lead and zinc. The mill was enlarged to 1000 tons per day and the town of Humboldt reawoke with a population of nearly 2000.

The Iron King ore body was finally exhausted in 1968 and the company laid off its last 250 employees. Many of Humboldt's historic buildings still stand occupied between the smelter smoke stack and the silent headframe at the Iron King mine.

McCABE, 3 miles west of Humboldt on Iron King mine road and dirt road.

Gold ledges were initially tapped in 1864 and a mill at King Woolsey's ranch treated the first ore shipments. In 1868 the gulch was abandoned until January 1883, when Frank McCabe and his partner discovered rich float in Galena gulch and built an arrastra to extract gold from their Sink to Rise claim. A Mexican woodchopper bringing a supply of pine to their camp kicked up a gold

nugget worth \$600 in May 1890, resulting in immediate influx of miners and moneyed men. Prescott lawyer Ed Wells bought into McCabe's mine and built a mill. Together they recovered \$1,250,000 in gold before selling out to Chicago parties for about a half million.

Below the mill, tent and frame structures housed the 400 workers and townspeople. By early 1900, McCabe had numerous thirst parlors, assay offices, school, telephone service, electric lights, stage line, a hospital, general and other stores, and a strong labor union which in 1903 successfully struck for better hours and more pay.

The Chicago-based Model Mining Co. and later Ideal Leasing Co. shipped another \$3 million worth of gold concentrates to distant smelters before shutting down in 1913. A fire leveled the town and only tailings, rock foundations, and a cemetery remain.

CHAPARAL, 4 miles west of Humboldt via Iron King mine road and a dirt road.

Gold discoveries in 1890 gave rise to a camp with a butcher shop, hotel, store, and after 1894 a

post office, at the 10-stamp Little Jessie mill located among the chaparal and buck brush along Ticonderoga Gulch. Frank L. Wright operated the mill in the 1890's and with his profits built Prescott's first electric light plant and streetcar line; later John S. Jones dug gold from the Little Jessie mine which paid for a venture into territorial politics and the beginnings of a "Scotch Castle" near the camp. The Union, Dividend, Little Jessie and other mines went bust when the national panic of 1907 dried up investment funds. Chaparal's population of 200 quickly dwindled to fifty. Production for the camp approached \$2 million by 1930. Nothing remains, but from the site the visitor gets a panoramic view of Humboldt and Agua Fria Valley.

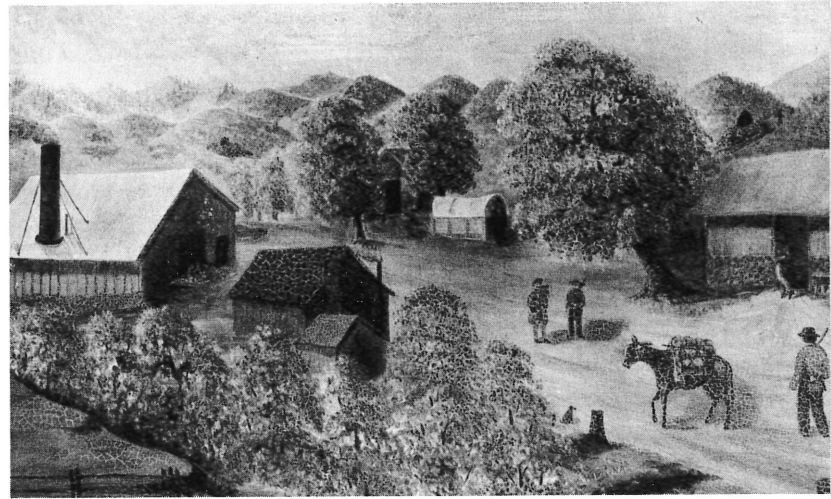
HURON, 2 miles south of Humboldt on State Route 69, along abandoned railroad grades to the west.

Huron served as a jumping-off point for McCabe and Chaparal after the Prescott & Eastern Railroad was built east of those camps in 1898. The town of 50 consisted of a hotel, store, saloon and a post office which opened in 1901. With the dwindling of mine production around 1910, Huron vanished along with its frame buildings. The railroad was abandoned in the mid-1930's.

BIG BUG, or Bigbug, 1½ miles west of SR 69 at Poland Junction, 26 miles east of Prescott.

For a decade and a half Big Bug was the outpost of civilization on the edge of lands competently held by Yavapai and Apache Indians. Placer mining began in 1863 after members of the Walker party discovered gold and large wood beetles in the creek. The name Big Bug stuck to the creek and a valuable lode nearby. In 1866 Charles E. Hitchcock and his partners spent \$75,000 in erecting a 10-stamp mill in the isolated district. For five years he fought Indians and mined for low-grade ores while a camp of log cabins and stone houses formed along the creek.

A freak Arizona snowstorm crushed the roof of Hitchcock's mill, but in 1879 Chicago investors poured money into the district by building new mills and laying out Chicago townsite. That year a post office named Big Bug opened, and around it clustered a hotel, two general stores, sawmill, and stage station. The Braganza Mining Co. bought the Big Bug mine, renamed it the Henrietta and produced \$1 million worth of gold before closing around 1910. Walls of stone houses and Henrietta mill foundations still stand beside the creek.



Californian L.W. Worth visited Big Bug in 1869 and painted Arizona camp life. The Big Bug mill at left processed ore from the mine whose tunnel is on the hill at right. This painting is the earliest known depiction of a central Arizona mining camp.

PROVIDENCE, 4 miles west of State Route 69 at a point 26 miles east of Prescott.

At the close of the 19th century the gold camp of Providence consisted of twenty businesses lining the wagon road parallel to Big Bug Creek. A post office opened in 1899 and a railroad spur served the camp three years later, but no major mines developed though three mills and several mine hoists had been erected in the surrounding hills. Money came not from the mines, but from the pockets of unwary Eastern investors, believing the tales of golden-tongued promoters like Henry B. Clifford.

A mining engineer from Pennsylvania, Clifford had seen Tombstone's glory years and promoted a dozen western mines before he hit central Arizona. Talking development, not production, the well-dressed Clifford convinced Chicago investors to fund the building of unnecessary mills, hoists, and smelters at McCabe, Providence, Alexandra, Arizona City and elsewhere before his bubble burst in the panic of 1907. But he came out of the panic well heeled and wrote an exposé on how to commit mine fraud entitled, *Rocks in the Road to Fortune*. His best known mine near Providence was appropriately named Great Belcher. Nothing remains of it or Providence.



Dapper Henry B. Clifford channelled Eastern capital into a half dozen central Arizona mines while retaining a fat salary as manager or superintendent. Typical of his fraudulent promotions was the Great Belcher mine, high above Providence. Within half a decade he sold stock in four different companies organized to work the mine, a smelter company to reduce the non-existent ore, and a narrow gauge railroad company. Only this hoist house was built.



POLAND, 6 miles west of State Route 69 at a point 26 miles east of Prescott.

Named after a miner, Davis R. Poland, this area had been the scene of placer activity in the 1860's and in the late 1880's was the site of a quartz mill. Foster post office, named after mill superintendent and county surveyor Charles B. Foster, opened in April 1887 but large-scale development and the formation of a camp did not begin until Frank M. Murphy and associates bought the Poland mine. When shafts and drills found a large ore body, he built a 20-stamp mill and concentrator and a branch railroad. Murphy also funded the digging of an 8,017 foot haulage tunnel to Walker, completing it May 1904; it attracted ore for his mill and shipments for his railroad.

Poland grew between 1902 and 1904 to 800 hard-rock miners, millmen, and others who supported typical camp businesses. Visitors found city conveniences such as incandescent lights, telephones, and hot baths. The continuous thud of stamps crushing ore in the mill kept visitors awake at night, but its operation meant life to the camp. In 1913 the mill shut down after producing \$750,000 worth of silver lead from the Poland mine and a similar amount from other mines. Poland briefly revived in the 1920's. Summer homes now stand in this picturesque canyon amid foundations and tailings.

CURTIS, or Arizona City, a half mile south of State Route 69 at a point 28 miles east of Prescott and 2 miles northwest of Mayer.

Pioneer prospectors "Uncle" Billy Gavin and Theodore W. Boggs discovered copper outcrops near the banks of Big Bug Creek in the early 1880's. Phelps-Dodge purchased the claims and built a fifty ton capacity smelter on the creek be-

tween the mines. A baby gauge railroad connected the steam hoists and works at the mines with the smelter which began operating in 1889. Near the creek, a camp named after the smelter superintendent contained company offices, boarding house and store. The mines proved small and the company closed down in 1893. H.B. Clifford fraudulently promoted the townsite of Arizona City in 1899, but a few years later George A. Treadwell restarted the works and kept them sporadically in operation until the panic of 1907. Ore bins, a mine hoist, slag dump, and railroad grade remain.

STODDARD, north side of Agua Fria River, 6 miles north of Mayer.

Indians had dug out the colorful copper ores along the Agua Fria River before miners discovered the outcrops in the mid-1870's. Mines on the north slope of Copper Mountain were purchased by Isaac Taft Stoddard of Hartford, Connecticut and during 1882-1883 his Copper Mountain Mining Co. and Hartford Copper Co. began extracting rich copper carbonates and shipping them to newly erected smelters at Stoddard camp. A population of 100 worked in the mines, smelter, and the camp's lodgings, store and post office until the operation abruptly halted in 1884 because of isolation and low market prices for copper.

The arrival of a railroad to Mayer in 1898 brought about a revival, and the discovery of rich ore bodies in the Binghamton mine after 1910 upped production to more than \$2 million in copper. The population of 300 supported pool halls, auto garages, hotel, school, and general store until the 1920's, when C.M. Stoddard closed the mine down. Nothing remains of the wood frame town.

BUMBLE BEE, 5 miles west of Bumble Bee Interchange on Interstate 17 at a point 45 miles north of Phoenix.

Placer gold discoveries in 1863-1864 attracted prospectors to the Black Canyon of Turkey Creek and tributary gulches. A camp, named after Aztec chieftan Montezuma, with a store was started, but Indian raids soon cleared the area of its population. A small gold rush began in 1874 when Jack Swilling discovered gold ledges and soon another camp, called Johnston, formed in Black Canyon. After the completion of the Black Canyon stage road in the mid-1870's, the camp shifted to a stage station built on Bumble Bee Creek, named so when placer miners bumped into a beehive and were chased down the gulch by enraged bumble bees. A post office opened in February 1879, and Bumble Bee remained a quiet stage station. Later a gas station served travelers until the 1960's, when the owner built a tourist attraction featuring a frontier street.

CLEATOR, 14 miles via graded road west of Bumble Bee exit on Interstate 17 at a point 45 miles north of Phoenix.

Cleator began its existence as Turkey Creek siding on the Bradshaw Mountain Railroad. In 1903 Greek and Italian immigrants graded a road-bed and laid track through here on their way up ten spectacular switchbacks and a tunnel to the town of Crown King. The siding served surrounding mines. During World War I talk of a branch south through Black Canyon to Phoenix prompted James P. Cleator to join postmaster L.P. Nellis in promoting the new town as a junction. The line was never built. The Bradshaw Mountain line itself was abandoned in 1933. Many buildings still stand. Two miles on the road east of town is the Golden Belt mine with a mill dating from the 1930's.

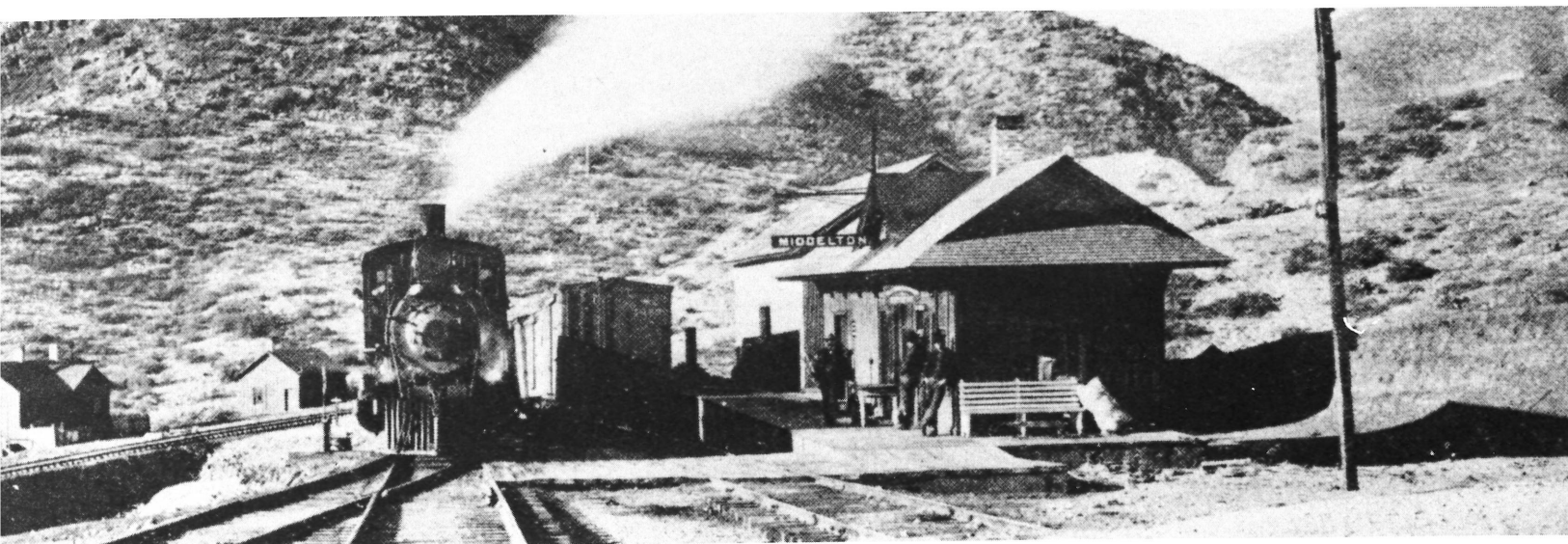
MIDDLETON, 17 miles via graded road west of Bumble Bee exit on Interstate 17 at a point 45 miles north of Phoenix.

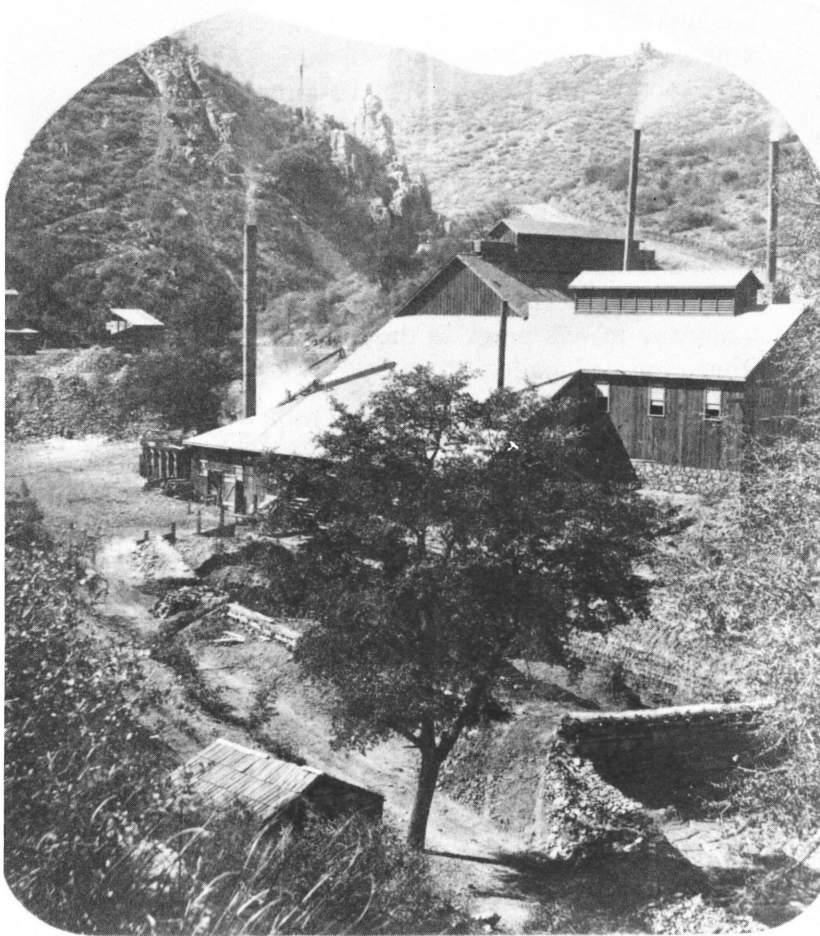
George W. Middleton promoted the Copper Cobre Mining Co. to work the De Soto and other mines above Crazy Basin. In 1903 the Bradshaw Mountain Railroad Company opened Middleton station below the De Soto mine which delivered 300 tons of copper ore daily to bins at the siding via a 4000 foot tramway. At the mine were bunk houses for the 100 miners, a cook house, blacksmith shop, store house, mine office and stables, while at the siding were the power house, warehouse, and railroad depot. Owners of the Humboldt smelter acquired the mine in 1905 and produced more than \$3 million of copper before 1930. Tramway towers point to the mine from the abandoned railroad grade.

ALEXANDRA, 2 miles west via jeep trail of the graded road to Crown King at a point twenty miles west of Bumble Bee exit on Interstate 17 at a point 45 miles north of Phoenix.

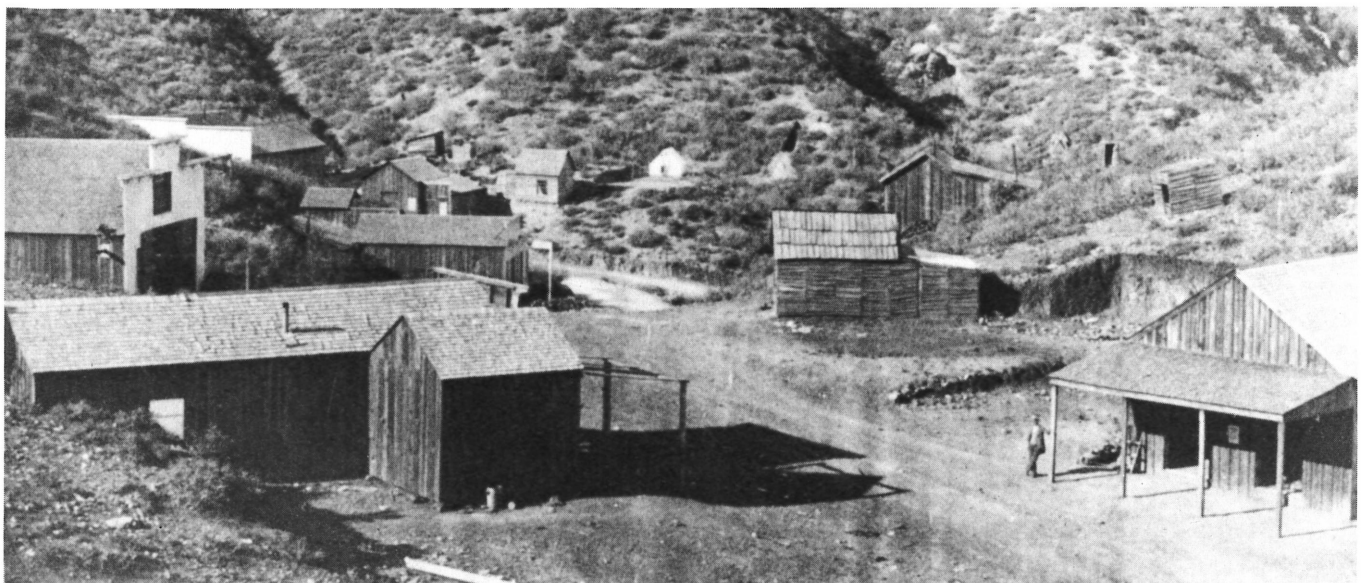
The history of central Arizona's richest silver camp reveals diverse fates which might await prospectors. Edmund G. Peck and three friends while hunting in the Bradshaw Mountains discovered the rich Peck lode and staked out claims June 16, 1875. The first ten tons of ore brought

Named for mine promoter George W. Middleton, this station shown in about 1904 served the mines above Crazy Basin in the Bradshaw Mountains. The productive DeSoto mine was connected to Middleton by a 4000 foot tramway, parts of which still stand below the mine.





A rock jutting out like a huge thumb (middle) first attracted Ed Peck to the site of the rich Peck Lode at Alexandra. During the mid-1870's the discovery brought a flurry of activity; a 10-stamp mill was built below the rock thumb and a town of wood-frame buildings was scattered up and down the canyon (below). The white store front of the T.M. Alexander mercantile store is at left. The popular Minges Brothers' brewery operated in the center of Alexandra (its sign extends from the front of its building). Lawyer and stockholder John T. Alsap participated in some of the estimated 33 lawsuits fought between the discoverers and California stockholders and many others who tried to claim a part of the Peck bonanza.



\$13,000, causing an excitement in Prescott and a general exodus for the mines, where rushers soon claimed the surrounding hills.

T.M. *Alexander*, one of Peck's partners, laid out the town of Alexandra near the mine and built the camp's largest store. A reported 75 to 100 buildings arose on the townsite, housing a butcher, cobbler, two hotels, blacksmith, stable station, whiskey mills, brewer, and a population of 500. Alexis Janin, a young mining engineer visited the camp and witnessed a cold-blooded murder and nearly a second one when a drunken Irishman would not allow a Protestant minister to say words over the grave. Janin was amazed that everyone "carried a big revolver and was prepared to shoot on small provocation."

Curtis Coe Bean, another of Peck's partners, superintended the extraction of more ore and its shipment to the Aztlan mill on Groom Creek as well as the production of silver. Four months after the start of milling, the partners split nearly \$144,500. With the proceeds Peck was elected to the territorial legislature, Bean began grand mining schemes, Alexander enlarged his store and improved the town, and the fourth partner, William W. Cole, went on an extended spree on Prescott's Whiskey Row. In 1878 a group of clever Californians acquired the mine and gutted it. The original claimants received none of this silver; they had been bought out or cheated of their shares. After numerous law suits among themselves and the Californians, Peck returned to prospecting, Alexander bought a ranch, Bean acquired more mines and mills, and Cole drank himself to death.

The Peck mine's bonanza ore body was worked out by 1880; census takers found only 132 residents in camp that year. Omnipresent Henry B. Clifford fraudulently promoted a new company which encouraged a superficial revival around 1900, but discoveries of low-grade ore bodies in the old Silver Prince, Black Warrior, and Swastika mines sustained the camp for another decade. Total district production amounts to \$5,190,000. Scattered buildings, an old boiler, and foundations are all that are left of the mining actively. Buildings still stand at the Swastika mine.

MEESVILLE, 14 miles north of Crown King on Tuscumbia Creek, by road and trail.

James Mee (of all people) discovered the rich Tuscumbia mine in 1877 and later built a quartz mill two miles northeast of the mine. For four years between 1881 and 1885 he kept his small operation going by milling ore other than his own,

eventually producing \$200,000 worth of silver. A stage station for the Prescott-Alexandra road operated here as did a store and post office until 1885. When mining revived around the turn of the century, the camp's buildings were moved to nearby Hooper mining camp on the Prescott-Crown King road. Nothing remains of Meesville or Hooper.

CROWN KING, 28 miles via graded road west of Bumble Bee exit on Interstate 17 at a point 45 miles north of Phoenix.

A party of prospectors from Weaver headed by William D. Bradshaw searched the area in 1863, but found only threatening Indians. Interest languished for seven years until the discovery of the Del Pasco and Tiger mines. During 1870-1871 hundreds of "Hassayampers" and miners from Nevada rushed to the summit of the Bradshaw Mountains causing a short-lived boom at Bradshaw City. Nearby at the future site of Crown King, one of the boomers, Davis R. Poland, built a cabin and arrastra.

In 1877 Prescott saloon owner C.A. Luke erected a sawmill and a custom quartz mill on Poland Creek to reduce the district's ore. Around it arose a small log cabin city called Bradshaw Basin. The basin mill operated sporadically until it was leased to Orren F. Place, a persevering miner who gradually developed the Buckeye claim during 1883-1887. Bradshaw City merchant Noah C. Shekels grubstaked Place and after striking bonanza ore, joined him and Illinois banker George P. Harrington in forming the Crowned King Mining Co. in 1888. They enlarged the mill and by December shipped their first bullion, a 146 pound bar worth \$46,720.

In the Bradshaw Mountains half a dozen other companies—Gladiator, Button, Boaz, Ryland, Oro Belle, Del Pasco—bought old claims, built mills, and tried to repeat the Crowned King's success. The boom made the camp a supply center and mill town of 500 supporting stores, hotels, assay shop, sawmills, school, church, burro express to Prescott and a post office with the abbreviated name of Crown King. The company's \$15,000 per month payroll indirectly supported recreation halls, reading rooms, gambling dens, tennis court and "club," and a "Whiskey Row."

A visitor in 1897 found that electric lights brightened cabins, quail soup satisfied the hungry, and Levi Strauss was the best known man in camp—"comes copper riveted and never wears out." A stage line carried the traveler from the camp to Prescott via Alexandra and the Senator

Highway in ten hours or two days, depending on the weather, while freight wagon trains took the ten day route via Mayer. Eight, ten, and twelve horse mule teams continually lined the rough road north.

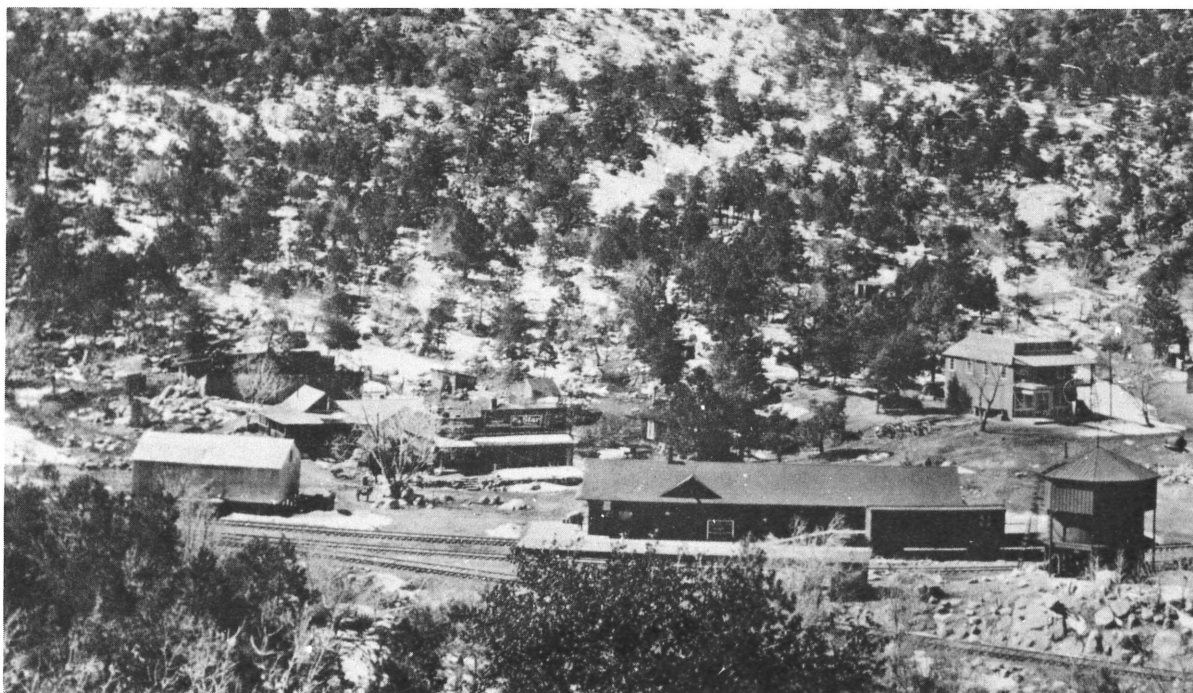
For a decade through 1898, the Crowned King Co. produced \$1.5 million and had declared \$242,000 in dividends. In February 1899 miners on the 500 foot level struck an 8 inch pay streak assaying a phenomenal \$186,000 per ton. Miners stole pieces, specimen hunters carried off others, and the three greedy company officials began accusing each other of excesses. O.F. Place already had tried to shoot Harrington when he initiated a law suit which cost him his fortune, ultimately closing the mine down. Only \$100,000 was removed from the gold pocket, Harrington sold out and left for new operations at Oro Belle and Shekels retired to Los Angeles to become one of its real estate kings. Place died bankrupt.

Crown King lingered on, partially reviving when the Bradshaw Mountain Railroad reached the camp in 1904. A new business district clustered around the depot and warehouse facilities which supplied surrounding mines. Forest ranger and historian, Roscoe G. Willson lived here during this era and his camp tales amused and amazed readers of Phoenix newspapers two generations later with stories about one-eyed Courtney, town tough; Chung Fi, Crown King JP; Bughouse Belle, mining camp floozy; and saloon keeper "Doc" Tyler. These stories give life to the skin and bones account of Crown King.

Leasers and new owners tried to reopen the Crown King mine during the first four decades of this century, but only patches of low-grade ore were found—the bonanza ore had been removed. Total production amounted to \$2 million. Nestled in pines on the cool summit of Bradshaw Mountains, Crown King has become the summer home of many Phoenicians. Buildings dating from territorial days stand near the mill site and abandoned railroad terminus. Historic "Grants Bar" has on its walls old photographs of the town and mines.

BRADSHAW CITY, 30 miles via graded road west of Bumble Bee exit on Interstate 17 at a point 45 miles north of Phoenix. (2 miles southwest of Crown King.)

After the discovery of rich silver ore at the Tiger mine in 1871, a group of merchants and miners formed the Bradshaw Town Association and in April laid out Bradshaw City above the mine near the pine-covered summit of Mount Wasson. Two weeks later, a correspondent of the *Arizona Miner* found a saloon, restaurant, assay office, and two stores, the largest belonging to Alonzo Davis and Noah Shekels—"eatables, drinkables, and 'wearables' at very low prices. Give us a try." A dozen log cabins composed the "city," which supplied the 500 prospectors and miners staking claims to the abundant outcrops. Though a post office did not open until 1874, Bradshaw City's boom went bust the summer of 1871. The mines were too far from transportation and markets and too convenient to raiding Indians; the populace drifted off in search of new discoveries. Nothing remains.



THE "FASHION" SALOON,

BRADSHAW,

Is fitted up in good style, and well provided with good
WINES, LIQUORS, and CIGARS.

All of which will be dispensed to a thirsty public, by the
proprietors. The Prescott and Bradshaw Express stops at
the "Fashion".
GORDON & WILKERSON.
Bradshaw, June 10, 1871.

SILVER SUMMIT HOTEL & STORE.

BRADSHAW CITY.

THIS tip-top establishment is situated within rifle shot of
the greatest of the great silver and gold mines, of Brad-
shaw Mining District, Yavapai county, Arizona, among
pines, oaks, and other beautiful evergreens; about 8,000
feet above the level of the ocean, where, but recently, staid
bucks, frisky squaws, and rollicking papposes gave vent
to their feelings in whoops, screams, sighs, and merry ha-
ha's. But, the place will know them no more forever, for,
"you know how it is yourself," with Indians when white
men learn that the "gold and silver of their land is good,"
and when Dr. N. Beardslee has squinted upon the site of
an ancient rancheria, erected a large, comfortable house,
filled it with groceries, provisions, clothing, mining tools,
etc., which he is bound to sell, cheap for cash, or feet.

Again, having resided many years in the once happy
State of Arkansas, it was but natural that he should make
provision for the entertainment of travelers, and he has, by
opening a good hotel, where the weary can find rest, food,
pure, cold mountain water, and something stronger than
water, when tonics are desirable.

His latch-string hangs out, day and night, and his motto
is, "Come one, come all," who have money, free gold
rock; native silver, any colored sulphurets, or argentifer-
ous galena.
my 20

A. E. DAVIS.....N. C. SHECKLES

BRADSHAWITES!

DAVIS & SHECKLES

Are prepared to furnish you, at their store in Bradshaw
City, with all kinds of

EATABLES, DRINKABLES, AND
"WEARABLES,"

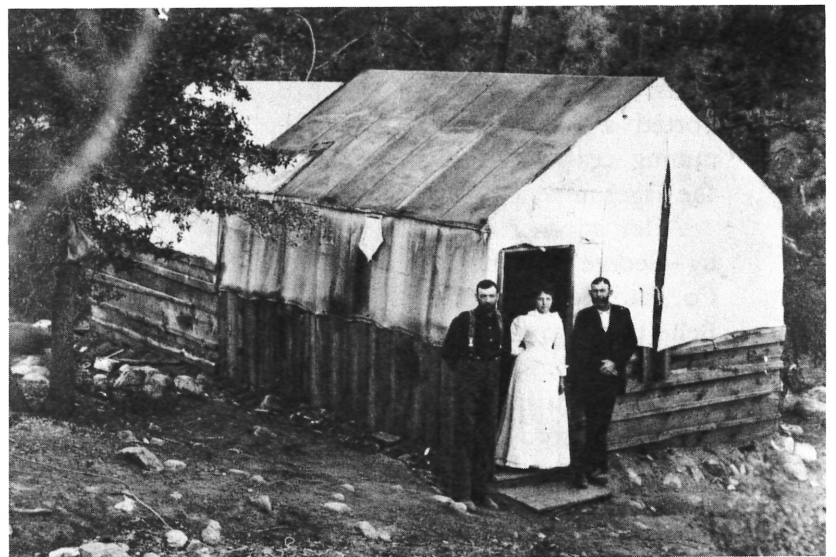
At Very Low Prices for Cash. Give us a Trial.

OUR WATCHWORDS:

A Good Article, Small Profits and
Cash.



*Crown King shortly after statehood in 1912 was a
maze of railroad tracks, ore bins, and warehouses
(opposite page). The business buildings just beyond
the railroad depot still serve travelers. Before the
railroad arrived in 1904, mule teams hauled ore to
the 10-stamp Crown King mill (above). Miners
lived in the boarding houses across Poland Creek
and worked at the mine, two miles up the moun-
tain side at center. The McCrea cabin (below)
stood alongside the trail between the Crown King
mine and mill. It was a typical residence.*



TIGER CITY, 4 miles south of Crown King via rough jeep trail.

"Recent discoveries of rich and extensive silver mines in the Bradshaw District have greatly excited our community [Prescott], and the natural result is a great rush of people to that locality." Thus began an article in the *Arizona Miner* after word of the discovery of the Tiger mine reached Prescott early in 1871. Silver ores assaying \$2,000 per ton attracted attention, bringing about an influx of miners and the laying out of Moreland City, named after the discoverer Dudley Moreland. The rush subsided when the miners realized their stark isolation and their inability to fund the opening of a mine. Large-scale development began in 1878, when California investors bought the claim. They built a 10-stamp mill, steam hoists, and employed 60 men. Below the mill the old camp of Moreland City became Tiger City and Noah Shekels moved in his store and, illegally, transferred the Bradshaw post office. Other business included two boarding houses, another store, market, stable, and "Sandy" Hammond's portable whiskey mill, all serving the population of 100. The Tiger Mining Co. produced \$200,000 in silver before closing down in 1881, and activity by leasers thereafter brought total production to a half million. Today only a frame cabin stands.

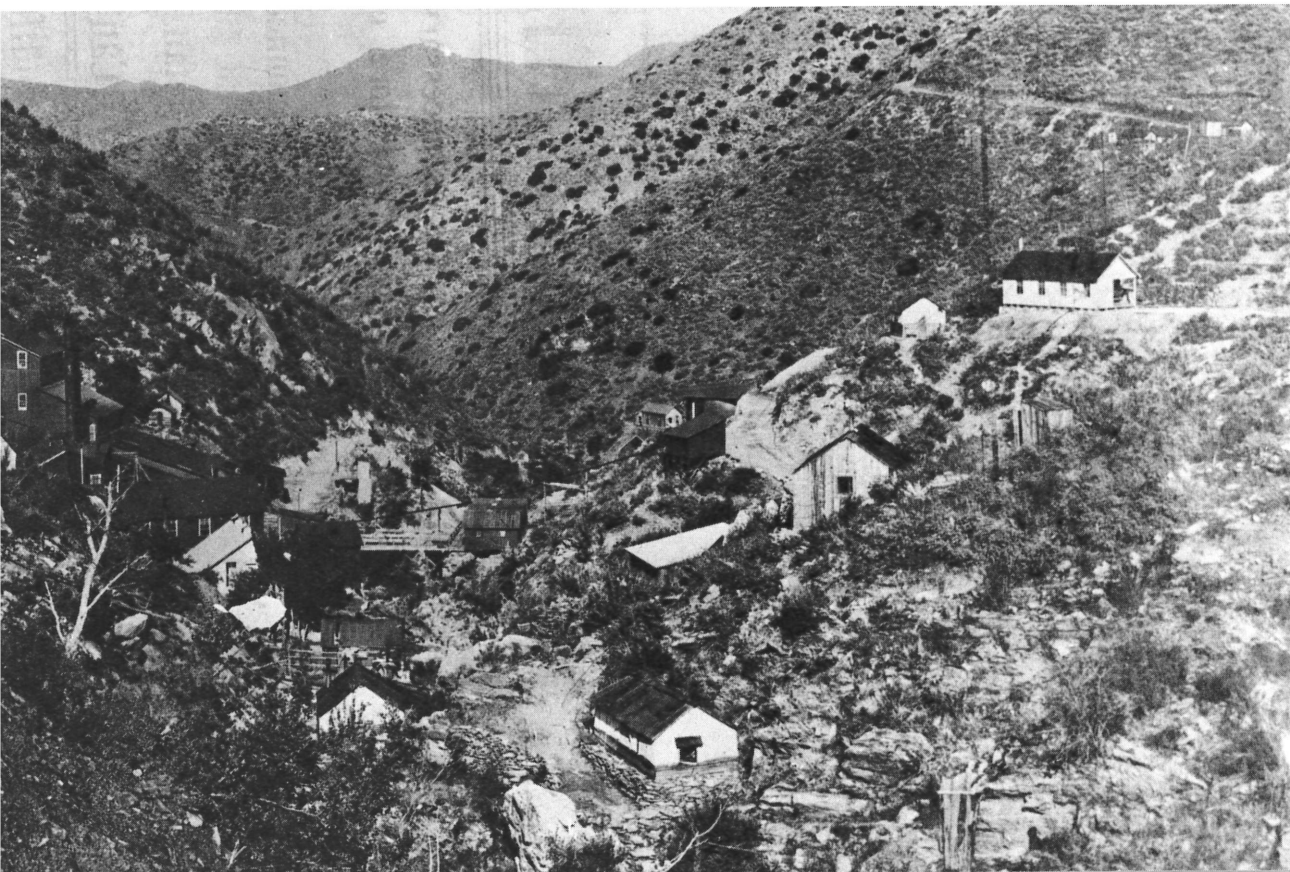
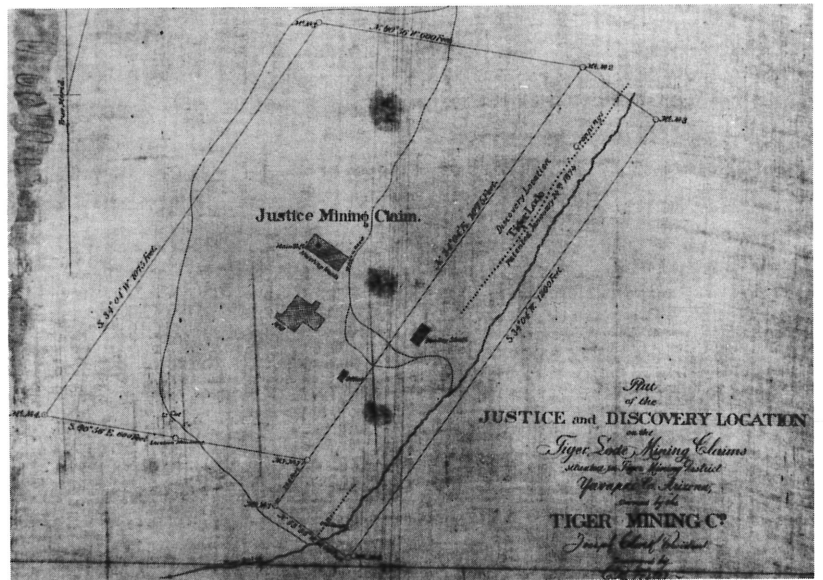
ORO BELLE, Bayard P.O., later Harrington P.O., 6 miles south of Crown King via jeep trail.

During the Tiger boom in 1871 prospectors located claims on the south side of the Bradshaws, but development lagged until 1878 when a California mining company bought the mines, built a mill, and promptly went bankrupt. A decade later the New York-based Oro Belle Mining Co. bought the mines, erected a new mill, and for two years unprofitably reduced the ore. During operations the company employed fifty men who supported a small camp with post office. In 1891 mining ceased, superintendent J.D. Helm left for the Tiger mine and took the post office with him.

After another decade, an Illinois group headed by George P. Harrington formed the Tiger Gold Co., built a third mill, and finally made the Oro Belle mine profitable, since they had the advantage of a railroad six miles away at Crown King and large custom smelters at Humboldt. The camp prospered from 1904 to 1912, producing \$1 million in gold and hefty dividends. In the gulch and around the mill dwelled 175 miners and families, two butchers, a restranteur, a shoemaker, Chinese



Tiger City housed the miners working the Tiger lode during 1878-1880. The two-story Grimes boarding house is flanked by the E.J. Binnitt & Company mercantile and the tent and wood-frame store of N.C. Sheckles. The latter owner later shared in the Crown King bonanza by grubstaking its lucky discoverer. The advertisements are from the Phoenix Territorial Expositor. Each patented mine had to be surveyed, as shown below, and the plat filed both with the county and the federal government. Oro Belle (at bottom) had passed its prime by 1910, when this picture was taken. Most of the buildings would soon be carried off; the school building high on the slope was moved intact to Crown King. The mill was dismantled and sold to scrap dealers. What buildings still remain stand in a picturesque setting that includes trees, wild grape vines and an intermittent stream.



launderer, stage driver, school marm, and whiskey dispenser. After the mill shut down everyone moved on.

Surrounding the camp are mine dumps, buildings at the nearby Mascott, Rapid Transit, and Gazelle mines, and a quartz mill at the Savoy mine. Oro Belle itself has numerous wood, stone, and metal buildings. In 1973 Phoenix car dealer Jack Ross donated central Arizona's most "ghost-like" ghost town to the Arizona Historical Society.

MINNEHAHA, 10 miles west of Crown King via the Senator Highway and jeep trails.

Small camps serving as gateways to the Bradshaw Mountains' summit have appeared and disappeared up and down Minnehaha Flat since the Tiger boom in 1871. Marion and McCormick townsites named after an editor and ex-Governor were platted first, but at their height contained only one house each. James Patterson built a sawmill and Charlie Taylor opened a stage stop in 1874 and a post office finally opened in 1880. During the 1890's the post office moved to the Button mine and mill only to return to the flat until its closing in 1910. Buildings still stand at the Button Mine.

TIP TOP, 14 miles via jeep road west of Table Mesa interchange on Interstate 17 at a point 36 miles north of Phoenix.

Discoveries of rich silver in this deep canyon in 1876 set miners agog and by the next year the place was booming. Within two years Tip Top with 1200 rushers was central Arizona's largest mining camp and a place of busy enterprise with two hotels, stores, "gin mills", Chinese laundries and

chop houses, stables, post office, school, a "court house" where constable Joe Walker reigned, a brothel, and a stage line to Prescott. Most businesses lined the gulch below the Tip Top mine, while an upper town consisting of hotel and stores paralleled Grapevine Springs, the district's water supply.

No grass grew on the trails out of the camp because "chloriders" (small-time operators) worked claims for a radius of 10 miles, but the largest operation was the Tip Top Mining Co. California investors headed by financiers Lloyd Tevis and James B. Haggin erected a mill nine miles away at Gillette, built hoists at the mine, and between 1878 and 1883 milled \$1.5 million in silver. In 1886 the mill was moved to Tip Top and it began banging away in the canyon.

In good times Tip Topites wore smiles. Visitors commented on how the camp stayed awake for days after the 6th of each month, pay day. In the words of one miner, "faro and high-ball poker flourisheth." One lucky gambler cleared \$9700 in one week. The rousing camp had an unpleasant side as well—as quoth "Urban" in a Prescott newspaper: "A good rain is needed badly in Tip Top to wash out the gulch, as the accumulation of filth is getting so strong that one can scarcely pass up the street."

When the federal government demonitized silver in 1893, Western silver mines became worthless and the Tip Top chloriders moved to gold strikes further north in the Bradshaw Mountains. The discovery of tungsten after 1910 in the mine brought a short-lived revival. A boiler and mine machinery sit rusting at the mine and stone ruins are found for three miles in deep cottonwood Canyon.





With chips stacked high, poker players in Ed Wager's Saloon at Tip Top participate in the mining camp's favorite pasttime. Though most of the time gambling was not as heavy as this photograph might suggest, common card games helped miners relax after long hard (8 to 10 hour) shifts underground. But the accompanying whiskey often led

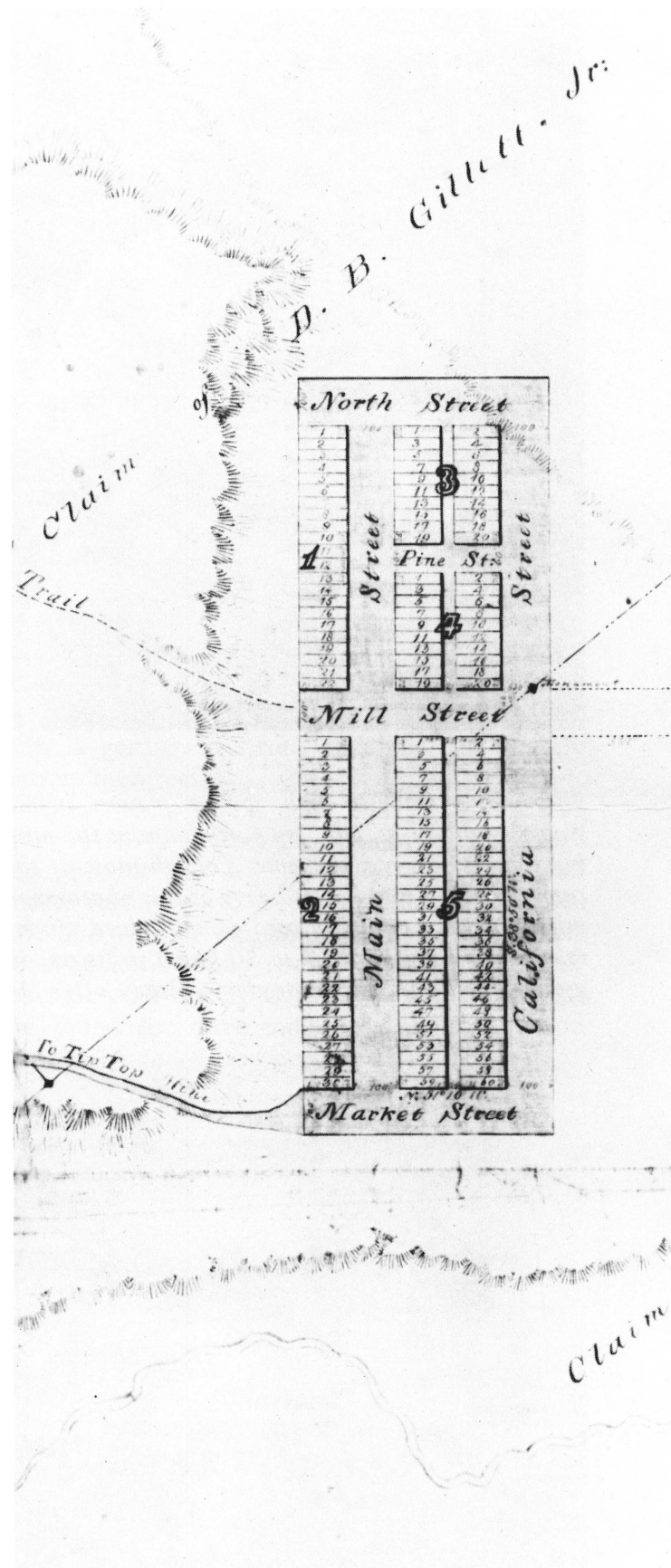
to high tensions, ugly words and pushing and shoving. Fists might swing and revolvers came into play. Saloon homicides were rather common; street fights were almost non-existent in the mining camps. Wager's Hotel (below) boarded the Tip Top miners. The town was very much a ghost after its abandonment in the mid-1890's (opposite page).



GILLETTE, 5 miles via graded road and jeep trail west of Table Mesa interchange on Interstate 17 at a point 36 miles north of Phoenix.

After the discovery of the Tip Top mine and formation of a company, superintendent Daniel B. Gillette selected a millsite nine miles from the mine on the Agua Fria River. A townsite was platted nearby in January 1878; a town association sold lots for \$100 each, corner lots cost \$350, and the lot owners met to name the embryonic city. "Hassayamper" Jack Swilling suggested the name Gillette. Lumber was hauled in and two stores, saloons, butcher, stable and a brewery lined California Street within a month, while free-

The Gillette (Gillet) townsite contained the same names as major San Francisco streets, but its pretensions were far less. Only a dozen buildings covered the townsite when George Rothrock photographed the mill in 1878. With the removal of that facility to Tip Top, this mill city became a mere stage stop on the Black Canyon road. Nothing remains today to indicate the activity.



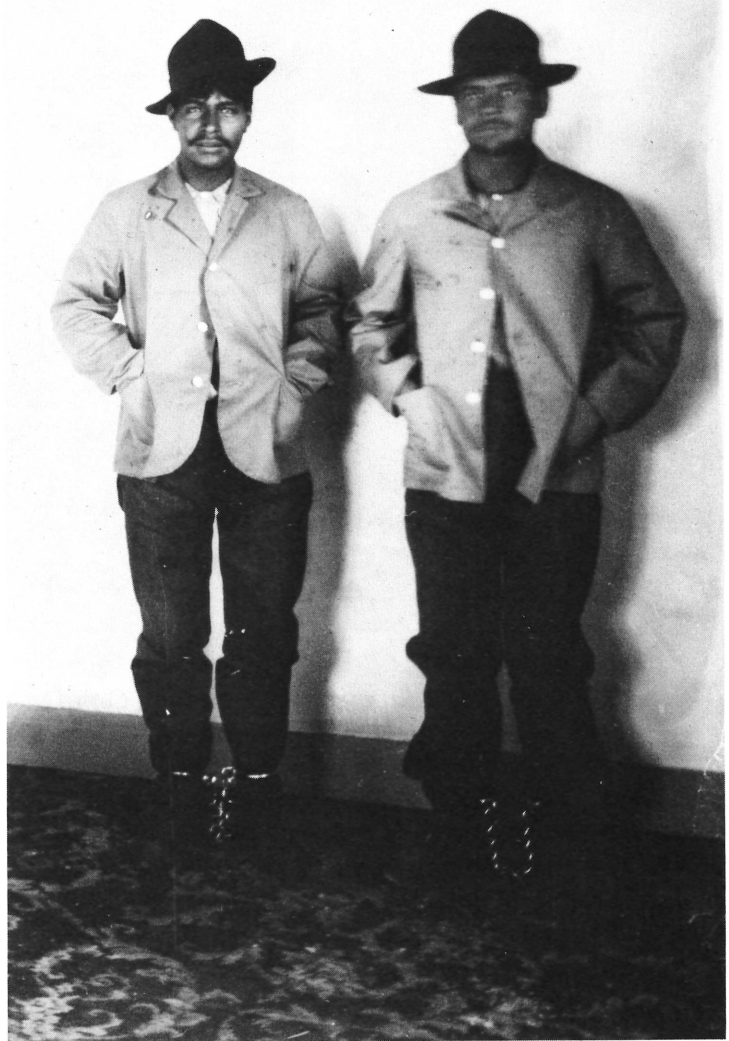
loaders opened businesses on the Maricopa County side of the Agua Fria River. On a slope above the river ten-mule freight teams unloaded ore at the 10-stamp silver mill, Arizona's best when completed on February 23rd. It cost \$55,000, and after one month of operation the mill had produced that amount in silver.

Gillette quickly earned a reputation as a lawless camp. By March 1878 three men already had been murdered and that summer a saloon brawl resulted in three more shootings and a lynching. A visitor could see the humor of locals reasoning for not building a jail or church—"The people are so orderly that there is no need for the former, and abolishment of hell has done away with any use we might have for the latter, and the boys prefer their glee club to preaching." Attempts at civilization were made by the seven ladies of the camp by organizing socials and inviting preachers to visit, enlighten, and bring a little godliness to the banks of the Agua Fria. One cowboy approaching the camp of Gillette in 1881 thought the ladies had succeeded in making their home resemble a Garden of Eden when he came upon a "nymph and her opposite... gambling on the sand and gravel (green) in nature's garb, without even the traditional fig leaf as a garment."

Gillette quickly declined after the Tip Top Co. moved their mill to the mine in 1886. A hotel and saloon continued to serve passengers on the Black Canyon stage and the area retained its lawlessness. In 1903 the nearby stage station of Goddard was broken into by two desperados who killed the keeper and one of the hired hands at their dinner table. Poses and search parties rode as far away as Mexico before the murderers were brought to justice. Only crumbling brick and adobe mark the site.

HUMBUG and COLUMBIA, 20 miles via graded road and jeep trail north of Lake Pleasant Regional Park.

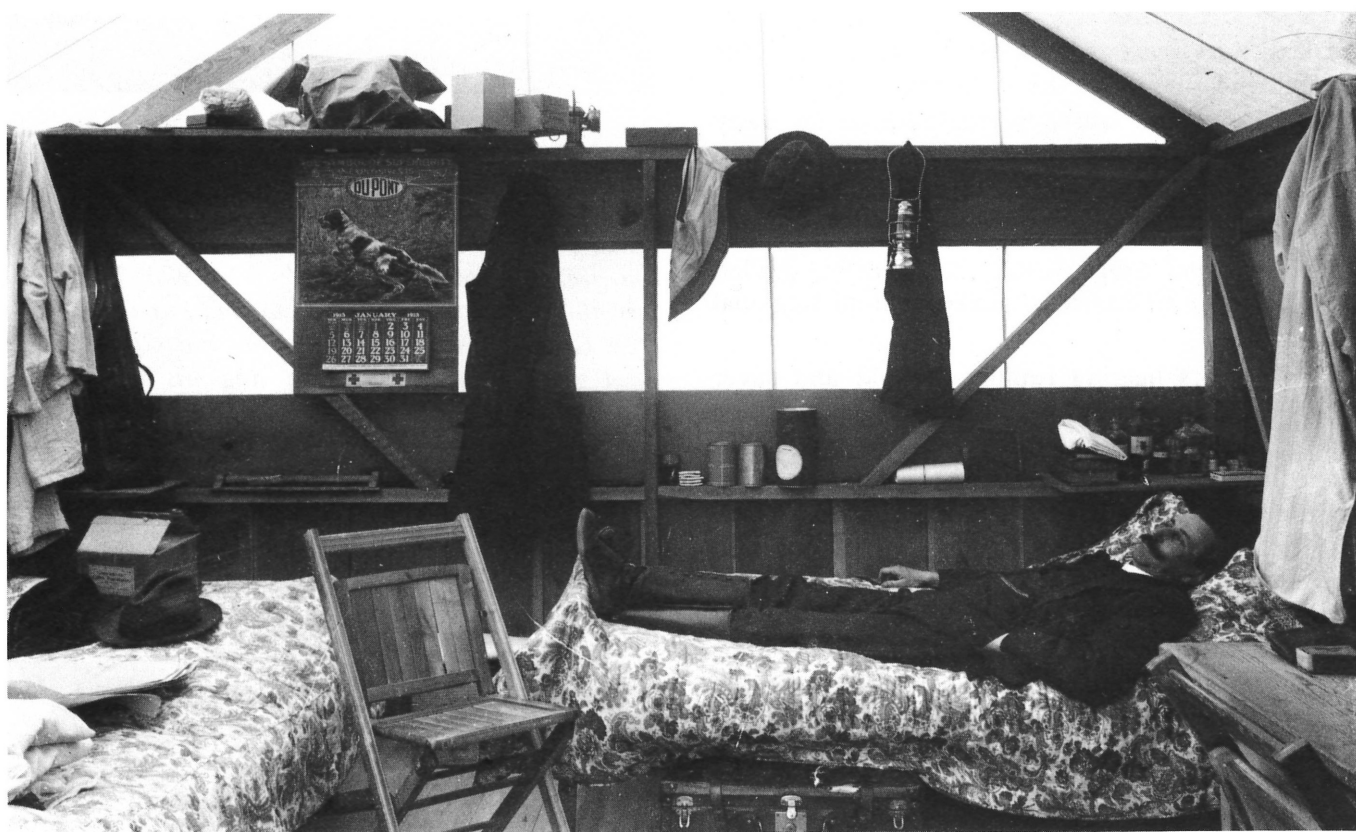
Prospectors hearing rumors of gold and silver float in the southern Bradshaws began working the gulches, but found little treasure. The abandoned the region by 1867, giving the name Humbug to the creek flowing out of the mountains. After the rich Tiger discovery nearby, parties renewed the search down Humbug Creek and found gold placers, and between 1872 and 1874 about fifty miners worked the gulches below Gold Hill, giving the area such place names as (Jack) Swilling's Gulch, (Dan) Rockwells Gulch, and (William) Carpenters Gulch.



Their feet in shackles, murderers Hilario Hidalgo and Francisco Renteria await the hangman in Prescott on July 31, 1903. During the previous February they had burst into the Goddard stage station near old Gillette and shot Charles Goddard and his helper Frank Cox while they sat at their dinner table. Mrs. Goddard and a stage driver were not harmed. The sheriff's posse searched the country, but the pair escaped across the Mexico border where officers ultimately tricked them back into the United States. After a speedy trial they were hung.



Part of Columbia was Occident Camp, a tent town which grew around the Acquisition Mining Company's mill, completed in 1913 on a steep mountainside (above). Herbert Strickland superintended the construction of the 10-stamp facility, but after producing a mere \$5000 in gold both mine and mill closed within the year. Strickland's tent interior shows quilts, boots, hats, lamps, folding chair, trunk, and everything else that a mining engineer might have. But he had to wash his own clothes (opposite page).





In 1884 a store and gold mill were built at Humbug camp a mile above the placers and lodes. A decade later another company built a mill a mile below the placers: a half dozen buildings and Columbia post office clustered around the mill. The mines produced only \$50,000 worth of gold, but Columbia lingered on until 1915 when the British-financed Acquisition Mining Co. closed down. Stone houses from the placer mining era and adobe buildings dating from the 1880's are on the creek, with clusters at Humbug and Columbia.

KIRBY or Briggs, 24 miles via graded road and jeep trail in Castle Creek northwest of Lake Pleasant Regional Park.

Copper ore was discovered in the 1860's, but development lagged until 1882 when the Kirby brothers of Muncie, Indiana bought the Copperopolis mine group and erected a 30-ton capacity smelter along Castle Creek. A butcher, baker, and whiskey maker left Phoenix to set up shop at the new Kirby townsite to serve the company's forty workers. A post office opened the next spring when the plant started up but soon closed down when the ores proved to be low-grade. A tomcat was the camp's sole resident in 1884. Six years later a Colorado company tried to reopen the mines, as well as the nearby Whipsaw gold mines. A half dozen businesses and a post office then

opened at Briggs, but no worthwhile mines were found. Kirby's location is difficult to find, but wood-frame buildings help locate the Copperopolis and Whipsaw mines.

UNION, 16 miles north of downtown Phoenix on the south slope of Union Hills.

Like most Maricopa county mining camps, Union began its existence as a much talked about but little worked mining claim. Phoenix pioneers John Y.T. Smith, Francis Shaw, and C.C. Stearns located the Union in 1876, gouged out several tons of ore, and worked the mineral in a 3-stamp mill attached to Smith's flour mill in town. They did little else and a decade later sold the mine to St. Louis investors, who built a 10-stamp mill, assay office, blacksmith shop and bunk and mess house. A post office opened in 1887, but closed the following year when the mill shut down. Smith had a mortgage on the property and eventually re-acquired the Union, allowing leasers to mine what ore they could find.

In 1916 mining engineer Herbert Strickland convinced a number of Phoenixians to fund a new mill and search for ore. Again the project failed. A total gold production of \$10,000 is probably an overestimate. The abandoned dangerous shafts at the site are being surrounded by the ever-growing sea of suburbia extending north from Phoenix.

PRATT, under the waters of Lake Pleasant.

In 1890 William B. Pratt, Phoenix stationer and book seller, and Eugene St. Clair proposed building a dam across the Agua Fria River to supply water to miners and farmers along Humbug and Castle Creeks. During construction a post office named Pratt opened as well as a two room hotel, stage station, and "etc." A flood in 1891 destroyed the project, but the town continued on for five more years as the gateway to the mines in the southern Bradshaw Mountains.

EDITH, or Phoenix Mill, 4 miles north of Cave Creek via Spur Cross Road.

A long narrow gash above the east bank of Cave Creek is the Phoenix mine, initially located in 1870. When George Treadwell, superintendent of the Vulture mine, visited the Cave Creek area in 1880, he sampled and tested the outcrop, and figured that the ore body 100 feet long, worth \$15 per ton could produce a million tons of ore. Elated New Yorkers formed the Phoenix Mining Co., fought off claim jumpers, and laid plans to erect a 100-stamp mill to turn the rock into bullion.

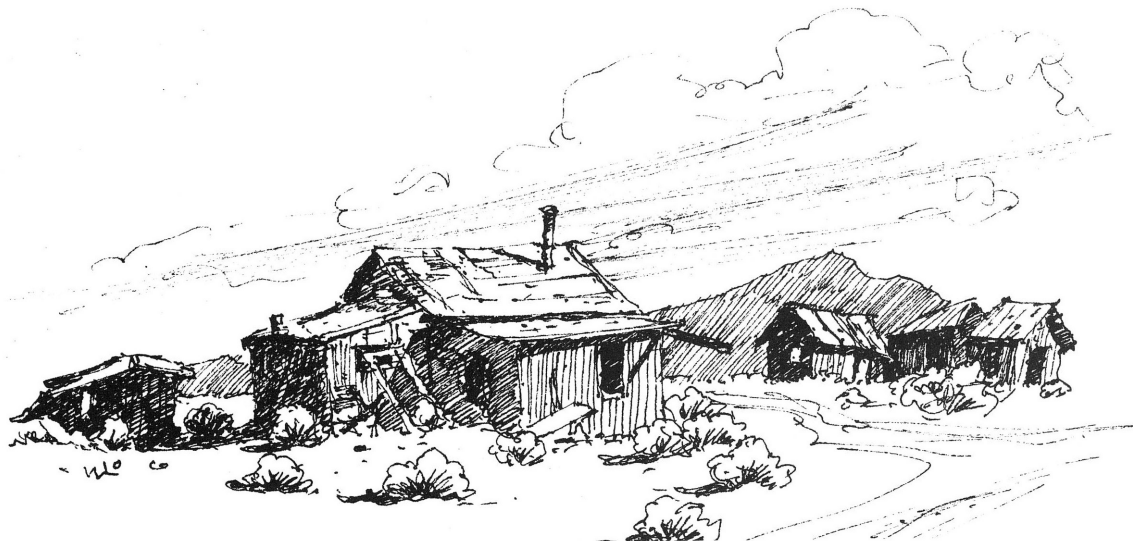
When construction began in 1887 an instant "city" grew up near the mine and a post office opened named Edith, the popular wife of mill superintendent and postmaster Judson Todd. Unfortunately the ore body was overestimated, the mill stood idle most of the time, and after producing \$100,000 worth of gold the operation shut down. Concrete and stone foundations mark the site of the mill. A steep road ending as a rock trail leads to the mine glory hole.

GOLDFIELD, 35 miles east of Phoenix on State Route 88.

In the winter of 1892-1893 veteran prospectors ventured into the foothills of the rugged Superstition Mountains six miles south of the Salt River. They organized the Superstition Mountains district around several promising discoveries in the Goldfield Mountains and the men became the first wave of a stampede after J.R. Morse kicked up rock speckled with free gold. By summer, miners from the Bradshaw Mountains, Phoenix, and Pinal County rushed in to stake claims. Shelters of canvas and palo verde dotted the landscape in and around Goldfield.

By mid-1893 reports of rich veins attracted agents of Denver mining men, many of whom believed that the district was a second Cripple Creek. Morse and his partners sold their Mammoth claim for \$20,00 and the Colorado owners put up a 20-stamp mill and cyanide plant, producing a reported \$1 million worth of gold during 1893-1897. Other moneyed men from Cripple Creek moved in, bought promising claims, and erected two more mills.

Goldfield's population of 400 supported hotels, chophouses, general stores, saloons, and boarding houses all made of wood or canvas and a single main street near the Mammoth mine. The richest ore was worked out by the end of 1897 and the camp became as silent as the grave. After 1910 territorial secretary George V. Young built a new mill, worked another \$200,000 worth of low-grade gold ore, and plotted another townsite. The mines were reopened in 1929-1930 and after 1950, but never with much success. A gift shop and mine tour claim the trade of Goldfield today. To the west are buildings and shafts of the Mammoth mine.





Hints for Desert Travel

Preparation for desert trips begins at home. Definite musts are a food supply and a water supply equal to at least a gallon per person for each day you expect to be away from a town or settlement.

The following list of supplies may be helpful: sleeping bags, a gas stove, a portable ice box, non-glass water containers, canteens for hiking, several changes of loose-fitting garments, hats, gloves, a raincoat, a first-aid kit and book, flares for emergency use, maps and literature, sunglasses, blankets, matches. Keep your equipment simple and portable; expensive gadgets take up valuable space.

A well-equipped desert-bound auto should include: tools, shovels, flashlights, burlap bags or a tire pump, a gasoline can and tire jack.

Before leaving home, make sure that your car is in top mechanical condition. Clean and flush the engine's cooling system. Check for cooling leaks. Insure that the fanbelt and radiator hoses are in good condition.

At the last service station before embarking on a back road, fill to the brim with gasoline and check the oil. The tires and the spare should be properly inflated. Clean the radiator core of bugs and debris that might restrict air flow. Since a flash flood or storm can change the terrain overnight, ask about road conditions.

Once on an unimproved road, keep a written record of mileages and significant landmarks. Watch the fuel gauge; it is easy to misjudge gas consumption while driving in low gear. For an extended trip, it is well to travel in two-car parties or tell someone your itinerary.

Learn to use the engine as a brake on long downgrades where repeated brake applications might heat up brake linings, causing them to fade and lose efficiency. Downshift as you enter a long downgrade. After crossing dust zones, test the brakes to see if there has been a loss of braking power.

Rattlesnakes

Everyone exploring in the desert should keep on the alert for rattlesnakes. Since many myths have been perpetuated about snakes, it is well to learn the facts. They *will* strike without a signal. For concealment and comfort, they prefer early morning and evening shadows and lower

temperatures. Rattlesnakes will not provoke a fight; they prefer to remain in hiding unless startled or angered.

Be on the lookout for snakes in any hilly area, especially in washes containing damp soil and shade. When you see small rodents, you are in snake country. Old mines and pits, under boards or fallen logs and loose bark, and beneath ledges of rock are typical snake hangouts.

If you should be bitten, keep calm and avoid unnecessary activity. Apply a tourniquet above the wound, pack it in ice or water soaked cloths, and *get to a doctor*. The tourniquet, which should be loose enough to insert a finger under it, should be unfastened briefly about every half hour. Consult your first-aid manual for further instructions, if help is not available within a reasonable time.

Survival

Avoiding tragedy in emergency situations depends more on knowledge and a will to survive than on survival supplies. The biggest danger is dehydration. When trapped in back territory, conserve body moisture by keeping adequately clothed and by drinking water. The base of cliffs, the lowest points of dry stream beds, or any thickly planted area may be sources of water.

If your car breaks down, it is probably best to remain with it. Many abandoned cars have been found by a rescue posse which had no idea where to begin looking for the owner. Leave a note on the steering wheel if you walk away from your car. Drink water and begin your walk in the early morning or evening, if you wish to seek help. Rest in the shade during midday.

A radiator drained of anti-freeze is an emergency supply of drinking water.

For Further Reading

Information about central Arizona ghost towns is found in far too many sources to list here. Books include Nell Murbarger, *Ghosts of the Adobe Walls* (Westernlore Press, 1964), and James and Barbara Sherman, *Ghost Towns of Arizona* (University of Oklahoma, 1969). On specific mining camps see Herbert V. Young *The Ghosts of Cleopatra Hill* (Jerome Historical Society, 1964) for Jerome and Alvina Potter *The Many Lives of the Lynx* (Northland Press, 1964) for the Walker area. Information on early Vulture City is in Helen B. Hawkins' *Wickenburg* (Desert Caballeros, 1966).

Many state and federal documents are helpful for research, but space limitations forbids a listing of them. Mineral production estimates are questionable, especially for the older camps; a conservative source, and the one used here, is the Arizona Bureau of Mines Bulletin 140, *Arizona Metal Production*. Old newspapers bring the towns to life and outstanding stories are in the *Arizona Miner*. The state archives, university libraries, and state operated museums are helpful if further information is desired. The author will supply sources and suggestions for further research upon request.

